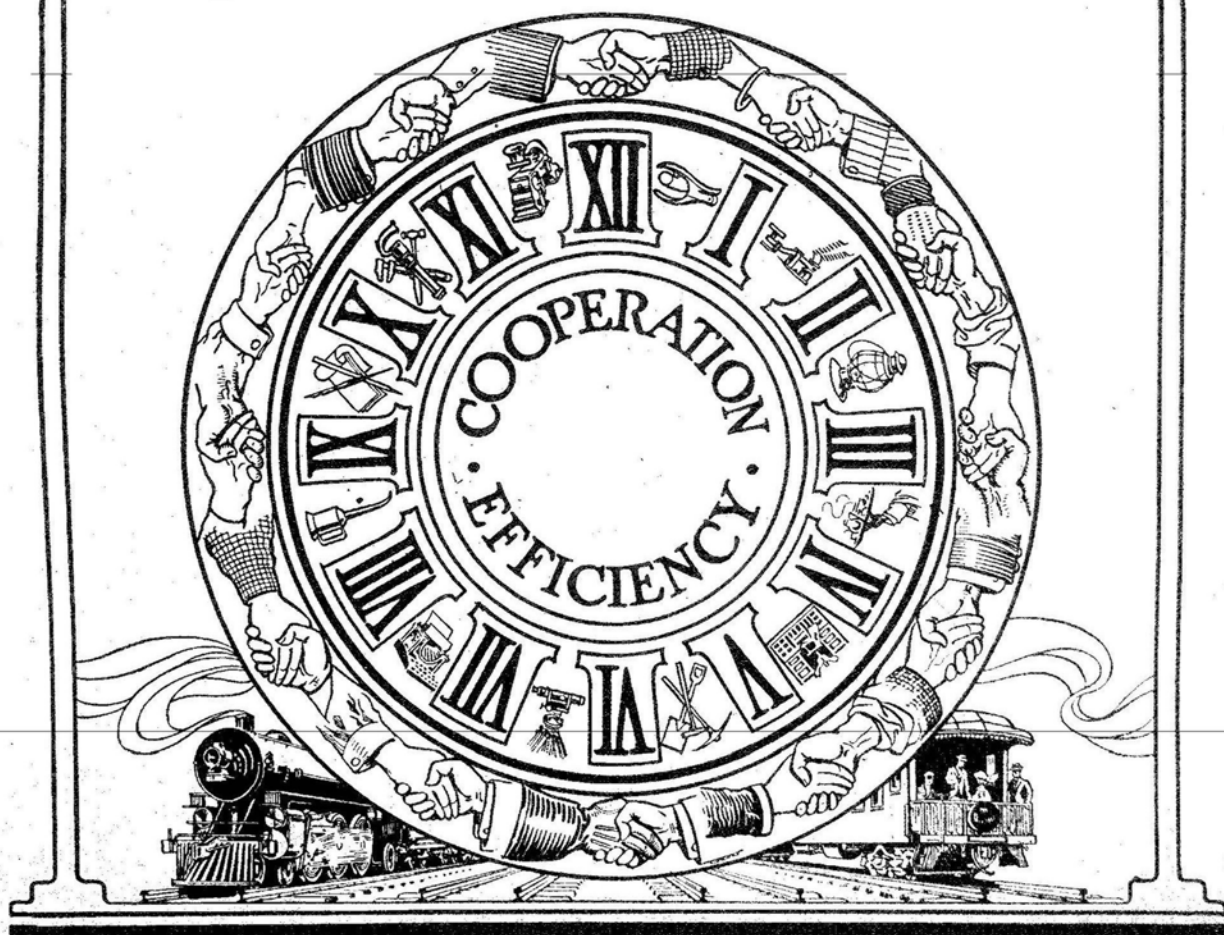


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

September

1915



VOLUME 3

No. 6

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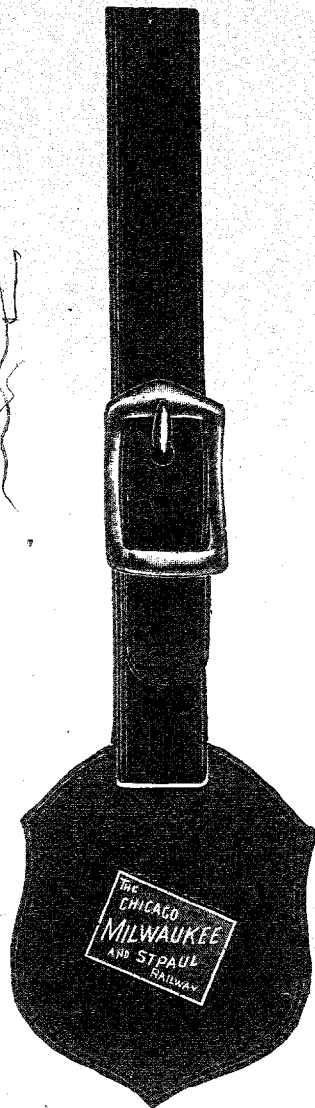
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VOLUME III

SEPTEMBER, 1915

NUMBER 6

Lost and Damaged Freight

An Employee.

The prevention of the loss and damage of freight merits the serious consideration of every employe of the railway company. In the year 1902, all the railroads reporting to the Interstate Commerce Commission paid out, collectively, \$11,000,000 for loss and damage of freight. During the fiscal year 1914, the larger roads alone paid out over \$33,000,000 on this account. During the month of January, 1915, our company paid out approximately \$150,000 in settlement of such claims. This item of expense has been increasing by leaps and bounds, and we must make a determined effort to reduce it.

A large proportion of this is unnecessary expense, or rather waste, and consideration of the above figures should bring us to a proper realization of the importance of doing our utmost in the matter of prevention of loss and damage.

The causes for this expense are numerous and can be traced back to many sources, but investigation develops the fact that our own carelessness, inefficiency and willful disregard for rules and instructions, as well as indifference, are one of the largest factors. This being the case, it is apparent that on us rests the responsibility of reducing this enormous waste.

Let us assume that we, the employes of this company, jointly own the property and that we had made a rule under which every individual employe would be required to reimburse our company for any loss or damage he might be responsible for; in other words, suppose the claim had to be paid out of our own pocket. Then—

Would we let draymen or others get freight out of the merchandise cars or freight house without checking it out to him and noting its condition?

Would we accept freight for forwarding without personally seeing that all the articles specified on the shipping ticket were properly delivered and in good order?

Would we deliver "Shipper's Order" freight without surrender of the bill of lading?

Would we go home to dinner and leave the freight house open or freight on the station platform?

Would we leave a shipment of butter or cheese in the hot sun on the station platform all afternoon?

Would we furnish cars with leaky roofs or doors, dirty floors, full of protruding nails, for loading with grain, flour, sugar, cement, or other commodities liable to damage by wet?

Would we load machinery or other heavy freight on top of fragile packages?

Would we load merchandise so that the first movement of the car would cause the whole pile to topple over?

Would we load barrels on their sides so that they could roll back and forth and damage other freight?

Would we load sacks of sugar, flour, cement, seeds, etc., next to freight with projecting points which are liable to tear the sacks?

Would we accept for shipment packages which are very apparently not strong enough to protect their contents from damage in transit under normal conditions and correct handling?

Would we handle cars roughly in switching?

Would we handle freight roughly in loading and unloading on way freights?

Would we disregard instructions with reference to ventilators, drain plugs, icing and car heaters?

In short, would we do anything which might result in our having to pay a claim out of our own pocket? Surely we would not.

That being the case, we stand convicted on our own evidence of discriminating between our own interests and those of our employers, simply because we think that the loss is the company's and does not affect us personally. This is the wrong position to take. If we have a proper sense of justice, fairness, and loyalty, our employers' interests should be our own.

Let us now consider further and see if, as a matter of fact, loss to the company does not mean loss to us. The figures given show us that the amount paid out in loss and damage claims is a large portion of the net earnings. Now, we all know that on the net earnings depends the ability of any company, not only to pay dividends, but, what is probably of more interest to us, wages; therefore, anything we do that affects the net earnings either favorably or unfavorably has a corresponding effect on our requests for increased salaries or improved working conditions or facilities. This proves conclu-

sively that we are standing in our own light when we willfully cause our company any unnecessary expense, and that, at least indirectly, the cost comes out of our own pocket.

Let us, therefore, endeavor to do our share toward stopping the loss and damage of freight, not being content only to stop the leaks in our own individual work, but to call the attention of our brother employees to their shortcomings in this respect. Let us all strive toward 100% efficiency, which should be the aim and object of every true and loyal railroad man.



A. H. Barkley.

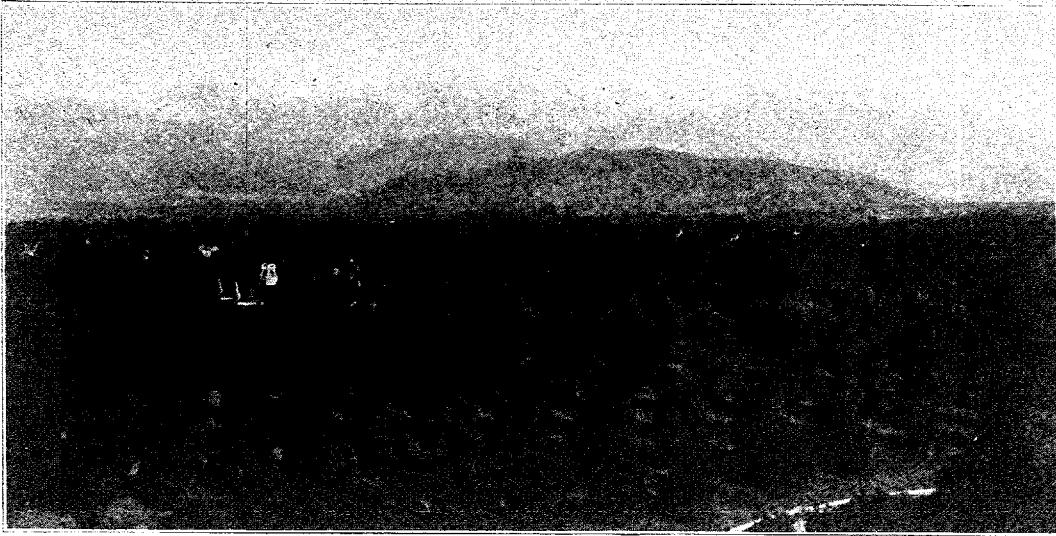
One of the Young "Old Timers."

A. H. Barkley entered this Company's service in 1898 as clerk in the office of Car Service Agent Beecham at Chicago. Later he became stenographer in the office of Mr. J. W. Barr, and still later under Mr. C. A. Goodnow. He served nearly four years as Secretary to Mr. H. R. Williams while the latter was General Manager.

In 1905 Mr. Barkley came to Seattle with Mr. Williams, acting as the latter's chief clerk, and was very much to the front during the construction days of the Chicago, Milwaukee & Puget Sound road.

Mr. Barkley is now chief clerk to Vice-President Earling, and is also cashier for the Puget Sound Lines; secretary of the Tacoma Eastern R. R., the Bellingham and Northern Railway Co., and the Milwaukee Terminal Railway Co., asst. secretary of the Seattle, Port Angeles and Western Railway Co., asst. secretary and asst. treasurer of the Puget Sound & Willapa Harbor Railway, and vice-president of the Idaho and Washington Northern Railroad; all subsidiary companies of the C. M. & St. P. Ry. Co.

We don't like to talk about ourselves, but we are all very proud of A. H. B., and one nice thing about him is that "Arthur is one of the boys."



A Typical Southern California Scene.

Los Angeles: California!

D. T. Berry, Commercial Agent.

The territory within the boundaries of this agency comprises the eight southern counties of the State of California, the State of Arizona, practically all of the State of New Mexico, and the city of El Paso. Within these boundaries are 6,000 miles of rails to be covered, and probably no other territory offers so much of romance and rapid growth as this.

El Paso, the gateway to Mexico, is a thriving city, which is conceded to be one of the busiest cities of the country during these distressing times, and is destined to be a greater jobbing center after the Mexican war is ended.

In Arizona, smelters at Miami, Globe, Douglas, Clifton, Morencie, Ray, Jerome, Bisbee, etc., are turning out copper in prodigious quantities. The two chief jobbing points are Tucson and Phoenix. Near the latter city is the famous Roosevelt dam, impounding the waters of the Rio Verde and Salt River for irrigation purposes, making the desert "blossom as the rose." Within its borders is one of the great natural wonders of the world—the Grand Canyon—a mighty chasm, 217 miles in length, 10 to 20 miles wide and one mile in depth, and words can but fail to describe its chasmy wonders.

The Imperial Valley, in Imperial County, lying in the extreme southeastern corner of California, shows what can be done in desert farming after water has been brought to it. Ten years ago the population was almost limited to coyotes, while today it has about 50,000, with 300,000 acres under canals and in a high state of cultivation, 165,000 additional acres being prepared for crops, and it is expected that 150,000 more will soon be brought under the canal system. In 1910, the assessed property valuation was \$9,000,000. In four years this has been quadrupled. The water is brought to the valley from the Colorado River by the gravity system. The soil is a rich sediment hundreds of feet deep; add to this the fact that the waters of the Colorado carry a fertile silt, which is spread over the land in irrigating, and this remarkable growth is easily accounted for.

It is from this region that the early cantaloupe is shipped to all parts of the United States, and owing to its highly perishable nature, the transcontinentals are required to handle in trainload lots on expedited service. This crop will average 5,000 cars per season.

There is little doubt but that the portion of the State known as Southern

California contains more places of interest to attract the tourist than any other place on the globe. Its rapid development from a desert to the present high state of cultivation is one of the seven wonders of the world. As an example of the varieties of the soil, following is the crop record for 1914: Beans, 60,000 tons; berries, 12,750,000 baskets; cabbage, 5,000 cars; celery, 1,500 cars; canned goods, 1,500,000 cases; cantaloupe, 4,408 cars; cauliflower, 600 cars; citrus fruits, 41,975 cars; cotton, 60,000 bales; dried fruit, 8,000 tons; flour, 550,000 barrels; grain, 5,500,000 bushels; hay, 350,000 tons; lettuce, 300 cars; nuts, 8,300 tons; olives, 1,000,000 gallons; olive oil, 105,000 gallons; onions, 250 cars; peppers, 100,000 cases; potatoes, 800 cars; sweet potatoes, 100 cars; sugar (from beets), 150,000 tons; tomatoes, 200 carloads; wine, 8,500,000 gallons; besides butter, 7,525,200 lbs.; eggs, 300,000 cases; canned fish, 300,000 cases; meats valued at \$20,000,000; petroleum, 100,501,000 barrels; poultry val-

ued at \$1,400,000. The total value of agricultural, horticultural and manufactured products of Southern California amounted to \$244,584,000.

The principal articles of export are fruits (fresh and dried), vegetables, beans, wine and brandy, canned goods, sugar, olives and cotton.

During the season of 1913-14 there were handled over the rails of this company, through Kansas City and Omaha, about 5,000 cars of citrus fruit. This was the second largest year in the history of the office, and no small amount of credit is due to our various interested departments for the showing, as there were no serious complaints against our service. The marketing of the citrus crop is a great problem and needs the support of the carriers in an endeavor to prevent the fruit from getting into "pockets"; that is, in order to protect the shipper from being held up by unscrupulous brokers, diversion tariffs should be as elastic as possible, providing for diversions out



The Los Angeles Office—Commercial Agent Berry and Office Force.

of any point within reasonable distance from the main lines.

The principal cities in Southern California are Los Angeles and San Diego. The latter city, the "Harbor of the Sun," the first city to be established in the State and where Fremont first raised the Stars and Stripes, is situated at the extreme southwestern corner of the United States and has a natural land-locked harbor; it is the first port of call for vessels moving westward through the Panama Canal between Atlantic and Pacific ports. Its climate is ideal the year round, neither too hot nor

provides a view unexcelled in scenic beauties. Lying before the gaze are the city, the water front, beautiful San Diego Bay, Hotel Del Coronado (located on a spit of land running out into the Pacific in breakwater fashion, thus providing a land-locked harbor), the Pacific Ocean and Coronado Islands.

Los Angeles is without doubt the most talked of city on the American continent; indeed, its fame has spread all over the world. Its population, within the short period of thirty years, has increased from 10,000 to 550,000.

Drawing from the people of the world,



The Beach at Ocean Park.

too cold; it contains the oldest mission in the State, the Marriage Place of "Ramona" of novelist fame, and other historic spots in connection with the early settlement of California.

In view of these interesting places it was decided that the city should take at least a small part in entertaining the vast number of visitors to the great world's fair, and undertook the erection of an exposition to supplement it, for the purpose of which the citizens of the city raised the sum of \$2,000,000. For a theme, it was decided that the progress of man from primeval days down through the ages to 1915 would best suit the purpose, and in so far as it was possible the idea has been carried out. On account of the wonderfully equable climate, the gates of the exposition will be open throughout the entire year. Situated as it is in Balboa Park, on a slope rising gradually from the Bay to an elevation of 300 feet, it

the visitor is certain of meeting an old friend on its streets. Being the "Hub" of Southern California, within easy reach of the ocean beaches and the mountains, gives the city a location sufficient to insure its future as the metropolis of the Southwest. It is the second largest city in area in the United States (287 square miles). In order to insure against a possible water famine, an aqueduct has been completed, bringing mountain water to the city mains and involving the expenditure of \$25,000,000. It is 250 miles in length, has a capacity to carry sufficient water to supply a population of 2,000,000 inhabitants. It consists of 98 miles of covered concrete conduit, 40 miles of tunnels 10 to 13 feet in diameter, four reservoirs along the line holding a three months' supply.

Within two hours' ride by trolley or steam car can be found some of the finest of hotel resorts, at Santa Bar-

bara, Arrowhead, Long Beach, Riverside, Beverly and Hollywood. Also, there are several located at Pasadena, "the home of the millionaire." It is here that the famous Rose Carnival is held on each New Year's day, when all sorts of vehicles, bedecked with every known blossom, parade before the interested native and the astonished visitor.

The adjacent beaches, Santa Monica, Ocean Park, Venice, Hermosa, Redondo, Seal Beach, Balboa and Newport, are within less than an hour's ride from Los Angeles by trolley. At Ocean Park is the home and Cafe of Nat Goodwin, the famous actor; Venice is the Coney Island of the West, with amusements to suit the fancy of all and canals for boating. Between these two is one of the finest beaches extant, where the bather finds enjoyment in the warm, exhilarating waters of the Pacific.

Several old missions can likewise be reached by the swiftly moving electric car, including San Gabriel, where the now famous "Mission Play" (the "Oberammergau of this country") is being staged, depicting the fascinating story of the early mission days, the building of the missions, the Christianization of the Indians by the Padres, the missions in their zenith and also in ruins, Indian and Spanish songs and dances, showing more early California history than one could see in a year of travel.

One-day trips can be made through the largest citrus groves in the world from Los Angeles, and the greatest testimony to the productivity of the soil is the "come back" of these groves after the freeze of 1913, which was followed by one of the largest and best crops of oranges ever produced in Southern California—42,000 carloads. This industry has grown during the past twenty years from 7,000 cars to this amount.

At Universal City is the film plant of the Universal Film Co., the largest in the world, where visitors are allowed to view the making of films. While the entire city is owned by a corporation, it is incorporated and has a complete city government. There are forty-one film companies operating in

Southern California, a greater number than can be found in any other place.

The trolley system referred to is the Pacific Electric Railway, the largest and most modern anywhere to be found, comprising over 1,000 miles of single, double and quadruple tracks, radiating in all directions from Los Angeles to the beaches, mountains, through citrus groves and truck gardens, to all the principal cities within sixty miles, with stop-over at large alligator, ostrich and pigeon farms.

Southern California has 900 miles of concrete and macadam roads completed, and 400 miles under construction, and an equal amount of good dirt roads reaching out in all directions. These roads connect with the State Highway, for the building of which the State appropriated the magnificent sum of \$18,000,000.

With the foregoing spread out before the returning tourist in one grand vista, as he lies in his "longer, higher and wider" berth, wending his way homeward, reflecting upon what he has seen, he no doubt shares the sentiment of the poet Gregory in his "Tourist's Au Revoir to California"—

"California, California, ere we part.

Give, O give me back my heart;

For I'm drowsy from the stupor

Of the sun's immortal shine,

And I fain would live forever

In your semi-tropic clime,

Where the mocking-bird is wailing

As he sings unto his mate,

And every fruit and blossom

Seems to dwell in love's estate.

So California, dear, dear

California, ere we part,

Give, O give me back my heart."



Air Room Force—Miles City Shops.

Loyalty

J. S. Adsit, Commercial Agent, Kansas City.

The following article is written by one who keeps the breeching loose and endeavors to keep up snug in the collar, whose slogan is loyalty, as that produces both co-operation and efficiency; without it you will have neither.

"Let nothing be done through strife or vainglory; but in lowliness of mind. Let each esteem others better than themselves," so saith Paul the Apostle.

The recent articles in the Milwaukee Railroad Employes' Magazine upon "Co-operation and Efficiency," the adopted slogan of the paper, have suggested this article.

The pulse of employes of big systems and corporations register a growing demand for some reward scheme to be put in practice to compensate them for extra service and also to encourage a more strenuous effort for proficiency, and so this article is written to perhaps help in solving that problem and absolutely not in criticism of any effort that has thus far been made in that direction.

A thorough understanding of the benefits derived from both is necessary for the greatest good of all.

A first thought of competition and co-operation is so antagonistic as to seem impossible of a harmonious blending, and yet both are absolutely essential to the best growth and development of a business and a community. Competition, which is the common zeal for the same object, or zeal for superiority, is the backbone of progress and success, not only to the individual or corporation, but for the betterment of the nation at large. Because, without that zeal a dearth of ideas would result in a final stagnation of all business. Competition is the power that causes individuals and corporations not only to put forth the best, but every effort for success and causes a constant birth of new ideas and developments that add to the standard of civilization.

Co-operation, which is concurrent ef-

fort or labor, or joint work with another, serves as the governor of the powerful machinery of business set in motion by demand of the people; without a governor, any big engine would soon overtax its capacity and meet its destruction. Co-operation, in this sense, is nothing more than conservation of good business and does not permit of an overstock of any commodity that would mean the financial doom of the enterprise. By a consistent and loyal co-operation of all concerned, the financial status of the individual or enterprise is safe-guarded.

Besides, co-operation among employes of a corporation has proven that its moral stimulus works for more effective intelligence, thrift and larger business capacity as well as a harmonious combination for the common good of all—it inspires a larger foresight and the habit of self control of appetites and temperament result. It absolutely prohibits dishonesty, as the many who are working for the common good soon discover the slothful, selfish or dishonest individuals, who have only their own gain at stake. From an economic standpoint, co-operation (as the way of conserving and promoting financial increase and productiveness of labor) has no par.

The result of the unity of the officials of the Milwaukee Railroad of loyalty following the leadership of their chief executive has proved the real source of the railroad's steadfast advancement—just as the leadership of the German army, under one head directorate, has so far proven its great advantage over the vast armies under their confusing and wire-pulling dissension of many leaders. The co-operation of the officials is the first proof of efficiency and its advantage to the system at large.

Co-operation of employer and employe fosters loyalty, one for the other, without which both are most seriously handicapped, for without loyalty the

full force of proficiency is lost. In speaking of co-operation, I do not mean it in the sense of engendering a trust, but in the sense of betterment of our fellow men and co-workers.

A captain cannot and will not be successful without the support of his lieutenants, and the lieutenant without the loyalty of his privates, and vice versa; for it is just as essential to both that the superior give his support and loyal co-operation to his subordinate, and such loyalty begets a Christian, brotherly love that could move mountains of work and all obstacles—for the profit of both.

The successful employer is the one who recognizes competency and loyalty of his men, and in return gives his co-operation. Efficient employes are always recognized; if not by the employer, sooner or later they are discovered and utilized by others—always sure of reward.

Those who hang back in the traces and do not keep the collar close up to the shoulder, not only are not giving the best effort for their employer, but have put a millstone around their necks that will sooner or later drag them down. Only repeated best effort develops the individual; education, whether of the mind or hand, can only be acquired by the consistent and constant effort of the individual—it can never be gained by gift or purchase.

The old adage of "plenty of room at the top" has been proven over and over again. A review of the lives of those at the head of our great systems and enterprises, even in executive positions, shows they are generally filled by those who have successfully climbed from the bottom round of the ladder by conscientious effort and close application until they were recognized as proficient, loyal workers. It is this healthful competition to reach the top that gives the opportunity to individual, and to the company, of permanent growth and advancement.

All efficient, faithful service, especially when it entails extra service without pay, deserves some reward. One plan of compensation might be inaugurated with profit to this company in the way of producing efficiency

among its employes, also would result in loyalty and co-operation, and that is to have it generally understood that the employes would be under strict civil service regulation, religiously lived up to; that the record of each employe would be filed with the executive head of the various departments, carrying with it the endorsement of the employer. This being understood, and also carried out to its purpose, would bring out the good qualities of the employes, also develop an incentive on their part to do their very best in order to be in line for promotion, making them better satisfied and more contented by knowing that they were constantly before the eyes of those who are in position to recognize and appreciate the sterling qualities of their work and eventually be rewarded for same.

I am glad to say that since this article was started that such a procedure has been inaugurated in the Traffic Department. No credit due, however, to the writer.

In closing, will quote a familiar quotation of Abraham Lincoln:

"I do the very best I know how—the very best I can; and I mean to keep doing so until the end. If the end brings me out all right, what is said against me won't amount to anything. If the end brings me out wrong, ten angels swearing that I was right would make no difference."

Tacoma News.

H. L. Snyder and M. S. Adams of the mechanical department "outed" a few days at Spirit Lake last month. The principal attraction was the trout in the lakes.

Porkey Heward was telling us about his intended trip to the mountains in September. "What will you do," queried a bystander, "if you see a real live bear? You can't run." "Well, replied Porkey, "I can lay down and roll."

S. M. Berg is spending a two weeks' vacation at the fair in 'Frisco. We hope he gets through the zoo without being noticed.

Ray Grummel, our good-looking chief of the telegraph office, is contemplating a trip to the fair about October 1. Ray is going with the victorious baseball team of the City League series.

Charley Eppert is heading a movement to have the American flag raised over Tacoma shops. We think this is the result of an accusation that Charles was partial to the Germans.

Who was that fellow who said that the Milwaukee employes on the West End were slow? Three honeymoons reported in this issue isn't so very worse.

F. E. Loonam of the store department took a few days off last month and motored to the ocean coast. Frankie says he had a fine trip, traveling by day and camping over night.

The Feeder and Overhead Contact Systems of the Rocky Mountain and Missoula Divisions

R. E. Wade, Assistant Engineer Electrical Department.

In resuming this brief consideration of the Power Distribution System, it is well to repeat the tabulation of subdivisions in connection with the one line, simplified diagram Fig. A:

1. The Power Transmission Line.
2. The Positive or Outgoing Feeder System.
3. The Overhead Contact System.
4. The Negative, or Return System.

Fig. A will give the average reader a good general idea of the various subdivisions, their relations and their relative importance. This diagram, in order to avoid confusion, does not show automatic oil switches or protective overload or short-circuit devices, lightning arresters and other details, but is entirely general in nature.

Fig. A shows the power company's 100,000-volt lines, with disconnecting switches, transformers (reducing voltage from 100,000 to 2,300), with disconnecting switches, alternating current motors, each direct-connected to and driving two 1,500-volt, direct current generators, which in series give 3,000 volts, which is transmitted through positive feeders, feed taps and trolley wires to the locomotives.

It will be seen that feeders are led in both directions from substation bus bars, each with its disconnecting switch, and that sectionalizing switches for opening both feeder and

trolley wires are located at all stations or passing tracks.

The track rails and supplementary negative wire return the current from the locomotives to the negative bus bars at the substations, and thence to the direct-current generators.

By giving the diagram a little study and imagining the trolley wires and track rails connected through the locomotive motors, a good idea of the manner in which power is received and distributed to locomotives is obtained.

While the entire system may be compared to a great chain or machine, in which all parts are essential to successful operation, and must be maintained in the highest state of efficiency and repair, it is desirable to point out wherein certain differences exist in this respect. As already mentioned, and as shown in Fig A, troubles with individual power supply lines or with company transmission line between substations will not interfere with current supply to locomotives on account of the facilities for cutting out such lines or sections of line, afforded by the disconnecting or cutout switches shown at each substation.

Thought and explanation, however, will show that with the positive feeder and overhead contact systems conditions are necessarily different. These two, electrically and mechanically, are

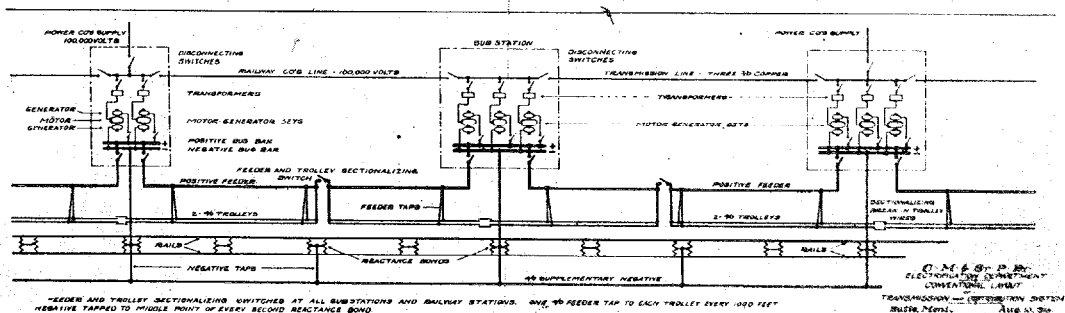


Figure A.

practically one, and are comparable to track and roadbed of a single track line. This is especially applicable, as our main line is single track in the particular section undergoing electrification. While trouble can be localized by sectionalizing switches at stations and substations, the effect on through traffic is the same as if trouble existed with track or roadbed. This condition is not serious, from an operating standpoint, as experience on electrified roads has shown that, with the type of construction adopted, such troubles are very rare, and that even with wrecks, washouts and slides, such as are common to all railways, the overhead work can be made ready for service as soon, if not sooner, than the track and roadbed. Furthermore, the use of two trolley or contact wires and the remote possibility of both wires breaking at the same point and time, precludes interruption from this cause covering any appreciable length of time.

There is one detail common to the last three subdivisions which can be called the overhead supporting structures and said to include the following:

Poles.

Cross-arms and fittings.

Trolley bracket or mast arms.

Spans.

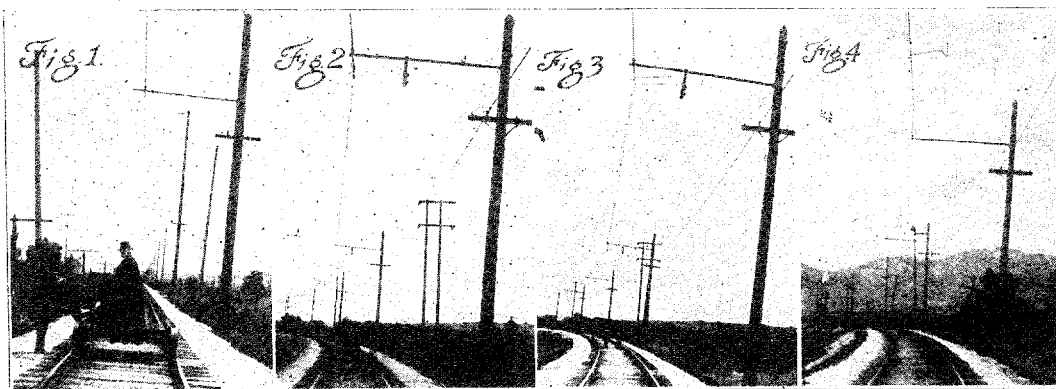
Guys and anchors.

used, as illustrated in Figs. 5, 6 and 7. Where more than two tracks are spanned, two cross spans are used, as shown in Figs. 6 and 7. The top span carries practically all the load, the bottom one serving to steady the messenger or trolley supporting wires, besides sustaining part of the weight. All members of the supporting structure are carefully calculated for loads imposed, under worst conditions, by wind, ice and weight of material supported.

Poles, as with transmission on system, are of Idaho cedar and subject to careful inspection before loading. The standard length of poles for trolley work is forty feet, and minimum diameter of top, eight inches.

Cross arms are of Washington fir, $3\frac{3}{4} \times 4\frac{3}{4}$ inches, and are fastened to poles with through bolts $\frac{3}{4}$ inch in diameter, and standard braces, $1\frac{1}{4} \times \frac{1}{4} \times 28$ inches long, the latter being attached to arms by $\frac{3}{8}$ -inch carriage bolts and to poles by $\frac{1}{2} \times 5$ -inch lag screws. Cross arm pins are of straight-grained second-growth locust.

Trolley bracket arms are made up of $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{16}$ tee iron with $\frac{3}{8}$ -inch oversupport or truss rod and malleable castings for attachments of truss rod to arm and arm to pole. The latter casting is fastened to pole by two lag screws $\frac{1}{2} \times 5$ inches long. The truss rod



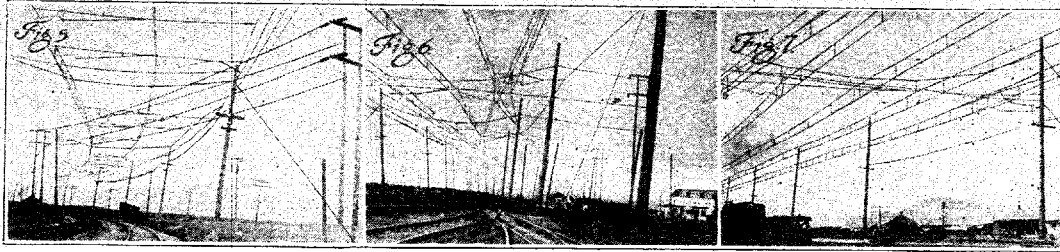
Wherever consistent with conditions in hand, the bracket type of construction, illustrated in Figs. 1, 2, 3 and 4, is used. This type is preferable on account of better appearance, least obstruction to view from locomotive, its occupying least space and its cheapness. For certain curves and more than one track, span construction is

passes through the pole with 2x2-inch square washer on back side under nut, giving full thickness of pole for supporting this important member. The pin for supporting messenger insulator is of malleable iron, and clamped on arm with $\frac{5}{8}$ -inch hook bolt. This method of attachment is cheap and effective, and provides adjustment along

the arm for centering the trolley wires.

Spans are made up of seven-strand galvanized steel cable, of size suited to load carried. Attachment is made to poles by making two wraps around the

In some respects the contact system is a departure, and believed to be an improvement on any work heretofore done in this line. The principal improvement consists in the use of two



pole, with shims, or metal strips, between strand and wood, with $\frac{1}{2}$ -inch strand and larger, to prevent strand cutting into wood.

Guys and anchors, as with transmission line, are made up of seven-strand galvanized steel cable, and $\frac{3}{4}$ -inch or 1-inch anchor rods, with timber slugs. Where solid rock is encountered, a heavy steel eyebolt, securely set, is used instead of anchor rod and slug.

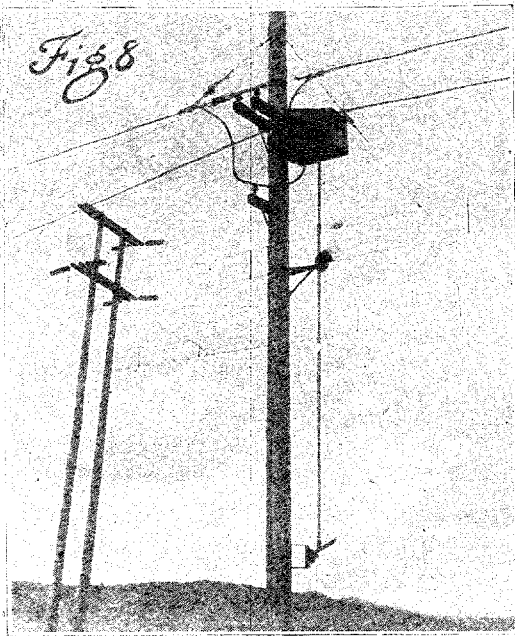
These positive feeders are of stranded bare copper cable, two sizes being used— $1\frac{1}{8}$ -inch and 1-inch outside diameter respectively. For the greater part of the distance covered a single cable of the smaller size is used. On the heavier grades such as the main divide east of Butte, and the Bitter Root mountains, two feeders are required. The feeder is connected to trolley wires at intervals of 1,000 feet, with bare copper stranded cables approximately $\frac{9}{16}$ inch in diameter. Feeder is shown attached to four-pin cross arm on Fig. 2, and this also shows taps from feeder to trolley wires. The sectionalizing switches for opening feeder and trolley are shown in Fig. 8. The operating handles are at convenient height from ground and locked with standard switch locks.

The Overhead Contact System proper consists of the messenger, which is immediately over the trolley wire, attached to bracket arm or span, and supports the weight of trolley wire through the hangers, the hangers and the two trolley or contact wires, together with necessary attachments for splicing, trimming and anchoring both messenger and trolley wires.

contact wires on main line track. These wires hang side by side, and as the hangers are staggered, there is always a flexible section of wire in contact with the current collector. This permits the collection of a great volume of current with the current collector, at high speed, and this without sparking. The location of hangers and trolley wires on curve work is shown in Fig. 5. Investigators are convinced that a flexible overhead contact system, such as we are using, best takes care of troubles due to inequalities in track, movement in locomotive body and inertia of adjustable contact device. In this system the trolley or contact wires are free to move vertically and sideways, giving what is practically a traveling contact wave in the wires with practically no change in weight and flexibility.

The Messenger, which is of $\frac{1}{2}$ -inch high-strength seven-strand steel cable, and is good for from 20,000 to 24,000 pounds tension, hangs in flat loops between supports, the lengths of hangers being suited to location on loops, so that trolley wires are practically level when pulled to proper tension. The hangers are made of $\frac{5}{8} \times \frac{1}{8}$ -inch steel, looped over messenger, leaving trolley wires free to move in a vertical plane. Clips fastening hangers to trolley wires are made of malleable iron, and fastened with $\frac{1}{2}$ -inch bolt with lock washer. The whole hanger is sherardized for protection against rust.

Trolley wires are of hand-drawn copper, 4/0 B. & S. gauge, or nearly $\frac{1}{2}$ -inch diameter, and good for 8,200 pounds' tension. At normal temperature the tension is about 1,300 pounds.



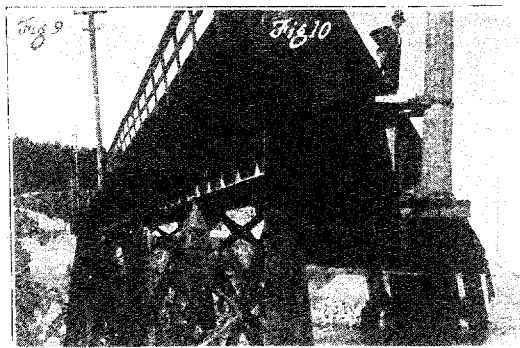
Trolley wires are grooved so as to permit the use of mechanical clamps or hangers, which will clear wear or contact surface of the trolley wire. This also eliminates water on clamps from current collector.

The specifications for trolley wire splicing device call for a design which does not require the application of heat, provides a smooth under-contact surface and in which the wear imposed by current collector will not reduce the strength of the holding member. This device consists of a sheet steel tube with steel wedges in both ends and a renewable malleable iron shoe to take the wear. The view shows trolley wire in place.

As previously pointed out, the office of the Negative or Return System is to return the current from the locomotives to the direct current generators at substations. Being part of a circulating system, its design and maintenance is equal in importance to that of the positive or outgoing feeder. It consists principally of the track rails, and as with the signal system, it is necessary to install bonds around the joints. These bonds are made of bare copper cable, about $\frac{5}{8}$ -inch diameter, and are under or outside of the angle bars, according to type of joint and space available between angle and rail web. Bond terminals are of the pin extension type and are $\frac{7}{8}$ -inch diameter. They

are first expanded, after being placed in hole drilled in the rail, by a taper punch, and finally by a steel pin driven until end is flush with head of bond terminal, and left in place. Protection to trackmen, in case of broken track rail, and some increase in the capacity of the system, is afforded by the supplementary negative. This is a bare copper cable about $\frac{1}{2}$ inch in diameter, and attached directly to trolley poles at top with no insulation, as shown in Figs. 2 and 3. This cable is connected to track rails at every other signal location by taps attached to poles and covered with moulding. The supplementary negative, being located above positive feeder, trolley and signal wires and grounded, affords very effective protection against lightning for all these circuits, and saves the first and maintenance costs of lightning arresters for the first two.

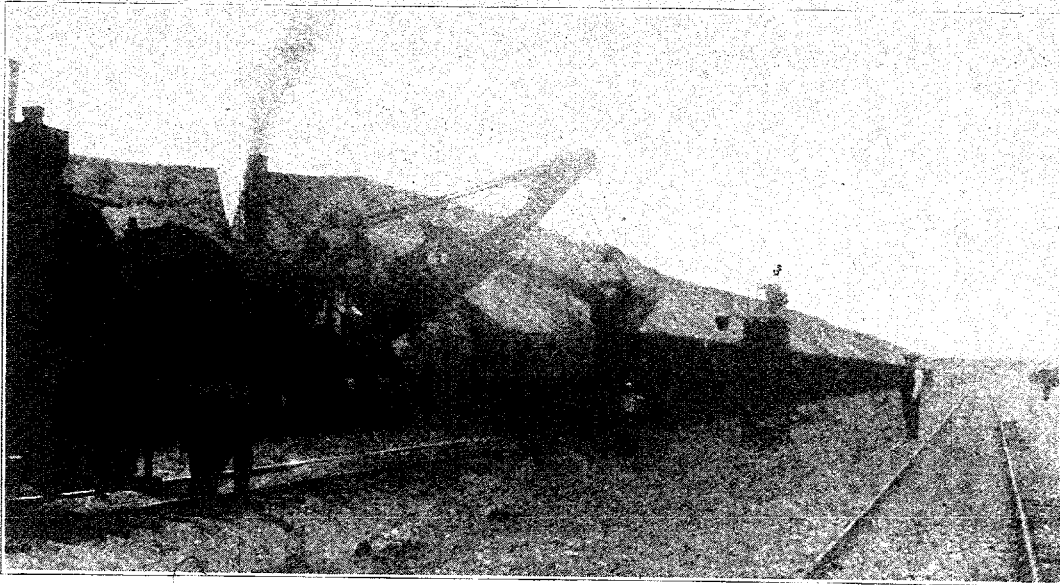
On all "live" work there are two insulators in tandem, and should one break,



insulation will be maintained, under normal conditions, until replacement is made.

Steel strand is spliced with genuine Crosby rope clips throughout. The number of clips used is governed by the strain carried.

In conclusion, it is not out of place to call attention to the fact that the entire operating force, from trackmen to officials, will be in contact with the distribution system, more or less, and have opportunity to note and properly report any defects that may come to their notice, and it is hoped that there will be enthusiastic co-operation in this respect from the time that current is first turned on the 440 miles of main line between Harlowton and Avery.



Beloit Gravel Pit.

A Real Gravel Pit

W. H. Smith, Conductor, R. & S. W. Division.

One of the greatest needs of a modern railway to enable it to maintain its track, with the present heavy power and the constantly increasing capacity of its rolling stock and the heavy steel coaches, is ballast. Our road is certainly fortunate in having good material for ballast right on its own lines. In order that some of the employees may know something of the Beloit Pit, I will undertake to give them an outline of its size and operation. At present, the bank is 3,300 feet long and perfectly straight, the shovel is run on the level, cutting in a thirty-five foot bank; the last cut across the pit required thirty days. We are handling three classes of cars this season, the Hart side and center dump and the H. & B. eighty capacity ballast cars, getting out seven trains every twenty-four hours. We use L² power for road hauling, and B² engines as helpers on Davis and Freeport hills, hauling twenty-six Hart, 100 capacity cars, or thirty H. & B. cars, west; same train east of Beloit, without helper service. The pit is double crewed for day and night service, and two P¹ switch engines are used in spotting and making up trains.

We have quite a yard at the pit, there being two storage tracks, 175 car capacity; one train track, thirty car capacity; engine and rip track and three switching and storage tracks; also a water tank. The gravel service equipment is cared for entirely at the pit.

From March 28th to June 27th, we delivered six hundred trains of gravel to the C. B. Iowa, besides loading special orders of about three hundred cars for the C. &

M., Mineral Point, P. du C. and R. & S. W. Divisions. Our big day of eleven working hours, was 119 Hart and 14 H. & B. cars, by engineer Charles Brant. He also loaded 80 cars the forenoon of July 16th. Now hop to it, you shovel gangs and beat that. Ted Carrier has the Pit, days, and Arthur Wobig is in charge nights; and they sure keep us seven old timers busy keeping the train track clear.

To our general car foreman, Owen Healy, is due a great deal of credit, as our cars surely run fine. We seldom have a hot box and very little trouble with brake rigging this year, while last year we had from two to six brake beams down every day. (Good work, Owen.) We make one round trip of 150 miles in ten to fourteen hours, which is good time with twenty miles per hour speed limit.

* * * * *

Supplementing Mr. Smith's interesting story of the Beloit Gravel Pit, the following extracts from an article upon the same subject, written by Superintendent G. R. Morrison for the Railway Age Gazette, gives more light upon "The Efficient Operation of a Gravel Pit."

"In order to open the pit the first track was laid in an excavated incline on a 4 per cent grade. When this had reached a point 8 feet below the ground surface, a steam shovel was put in to dig a trench 20 feet wide and 8 feet deep, the full length of the pit, 3,700 feet. A track was laid behind the steam shovel as it advanced so that when the latter had reached the end of the pit it was able to back out immediately and start

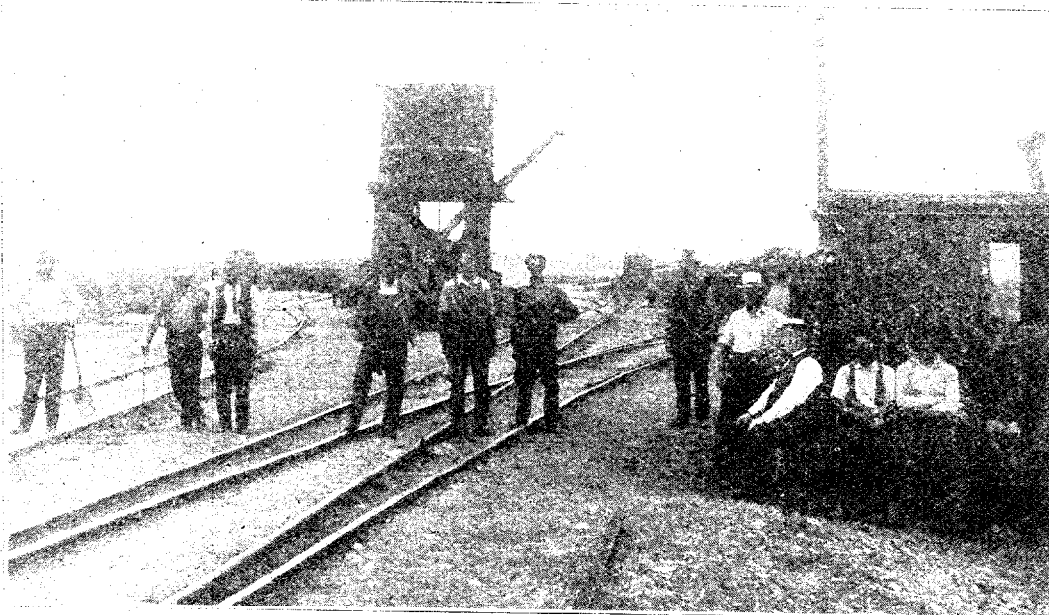
another cut. Each successive cut of the shovel is made 8 feet deeper than the preceding one until the pit now has an average face of 35 feet throughout. The practice of building a track behind the shovel is followed each time. In consequence the shovel can start a new cut within 30 minutes after it has finished the old one and the track in the cut just finished is ready for use at once as a loading track. As soon as the track is no longer used for loading it is taken up so that the material may be re-used behind the shovel.

For water service an elevated tank has been located where the engines can take water on arriving or departing from the pit. A water tank tub has also been located in the pit to supply water to the shovel. By supplying the steam shovel with an additional tank it is only necessary to take water from the tub at the noon hour so that there is no delay due to taking water or coal for the steam shovel in the 24-hour period. The supply of water in the tanks

large spotting engines are used, one for the day shift and one for the night shift. The pit is laid out in such a way that a spotting engine readily handles full trains of 30 cars at a time.

"In the regular operation of the pit the road engines back into the pit with the empty trains, leaving the cars on the storage tracks, from which they are taken, 30 cars at a time, by the spotting engine for loading. After the cars are loaded they are pulled out of the loading track and pushed onto the makeup track. The road engine assigned to the next trip then backs them out onto the main line. The engine track is so arranged relative to the makeup track that the engines first in are always first out. The roundhouse force looks after the engines while they stand on the engine track.

There is telephone connection between the pit office and the main line switch half a mile distant, and between the main line switch and the Beloit proper yard office at Beloit station, a distance altogether of one mile, so that the train dispatcher is in close



Pit Entrance—Roadmaster B. C. Dougherty, T. E. Carrier and Part of Crew.

is maintained entirely by a day pumper.

"A 27 1/2 yard Bucyrus shovel is used, operating day and night. Each shift consists of a steam shovel engineer, a crane man, a fireman, and six laborers. In addition there are three men who assist the car men, looking after car aprons, and closing side and drop bottom doors. The pit gang consists of 40 laborers laying and repairing tracks, one car foreman, two car laborers days, two car laborers nights, and a pumper. Each shift is under the direction of a conductor, who acts as pit foreman. This conductor is assisted by two brakemen, who do the spotting and switching. The conductor is given absolute charge of all trains and road crews, while the same brakemen are kept in service as spotters for the entire season. Two

touch with the situation night and day.

The Road Department, the conductor in charge of the pit, steam shovel engineers, cranesmen, train and enginemen who have been behind the gun throughout the season, are deserving of great credit for the good results that have obtained."

OBITUARY.

On Saturday, August 21, Mrs. Minnie Bond Garner Ranney, wife of F. G. Ranney, treasurer of this company, died at her home in Chicago, after a long illness. Mrs. Ranney was a native of Milwaukee, and the daughter of one of the leading physicians of that city. She was a woman of superior mental attainments, and a valued contributor to this Magazine. Beside her husband, she leaves one son and two daughters. The sympathy of all employees is extended to the bereaved family.

Concrete Arch Bridges Near Rosalia, Wash.

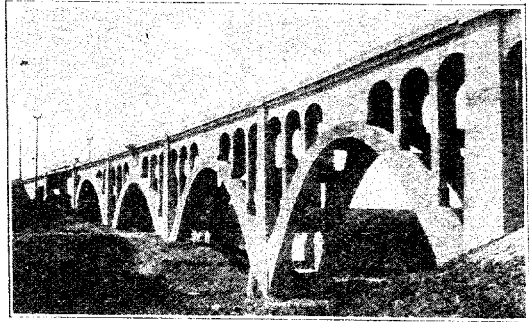
H. C. Lothholz, Engineering Department, Chicago.

During and for some time after the building of the Puget Sound lines of the Milwaukee system, most of the bridges and viaducts which today present themselves as imposing and substantial steel or concrete bridges were of a temporary nature, being simply timber trestles. Soon after the completion of the line through to the Coast, however, work was commenced upon replacing the larger timber structures by permanent bridges of steel or concrete, or a combination of both.

The recent completion of the bridge, or rather bridges, known as the Pine Creek Crossing No. 1, located about fifteen miles west of the Washington-Idaho state line, between Rosalia and Pandora, marks the performance of one of the latest extensive jobs of this kind, where a long timber trestle has been replaced by reinforced concrete structures of attractive design.

At this point, passing through a rolling and hilly country, the Milwaukee road

was 296 feet long, and the western one, crossing Pine Creek, the Spokane & Inland



Pine Creek Crossing—Pier in Red of Stream.

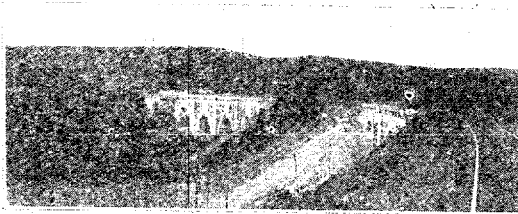
Empire Railway and the two highways, was 496 feet long. Finally, in the summer of 1913, it was decided to replace the two timber trestles by the concrete structures shown in the accompanying pictures.

These bridges, jointly known under the name of Pine Creek Crossing No. 1 and designated by the bridge numbers EE-90A and EE-90B, are, in the main, arch structures built of reinforced concrete, each particular arch span consists of two arch ribs, connected by struts, as the pictures clearly show.

The eastern bridge, EE-90A, spans the N. P. R. R. and is a 100-foot arch, with a concrete trestle abutment at each end, connecting the arched portion with the embankments. The total length of the concrete structure from end to end of abutments is 287 feet.

The western bridge, EE-90B, which is the most imposing of the two, has a total length of 502 feet and consists of four arch spans, with one girder span.

The two arch spans nearest the east end of the bridge span Pine Creek, the pier between these two arches being about in the middle of the stream. The western arch spans the public highway, and the girder span crosses the Spokane & Inland Empire R. R. Connection between arches and embankment at the east end is made by a con-



Looking Westward, N. P. Crossing in Fore-ground.

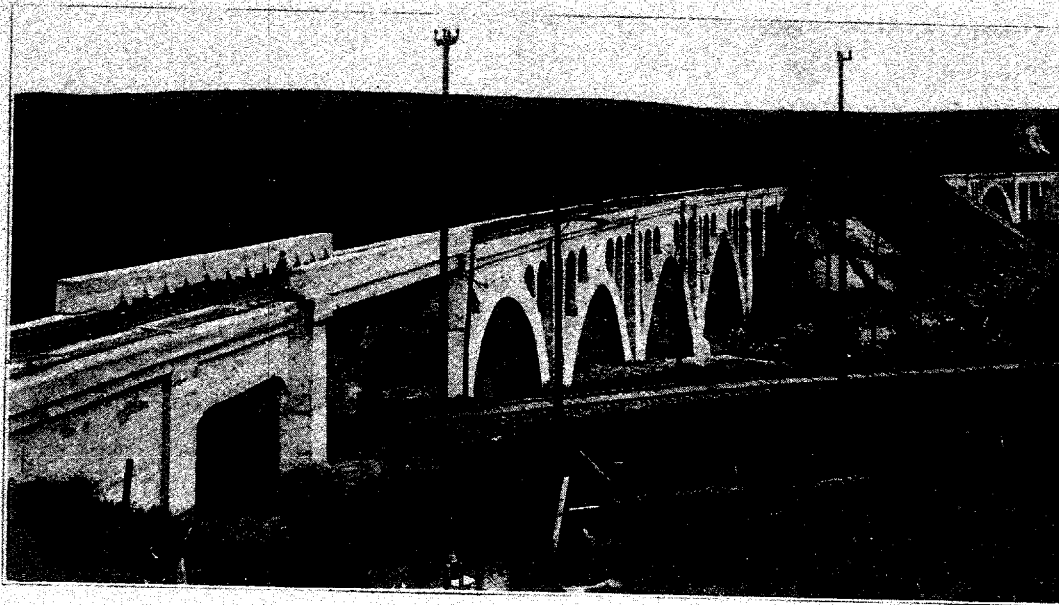
crosses in the following order from east to west:

1. The Spokane-Palouse branch of the Northern Pacific Railroad.
2. Pine Creek, a shallow stream about 100 feet wide.
3. A public highway.
4. Spokane & Inland Empire Railroad, an electric trolley line.
5. A private road.

The original bridge at this site was a timber trestle, 2,170 feet long, carrying the track about 60 feet above the underlying land. As early as 1909 the question of replacing this long timber structure by a permanent bridge had been considered. In 1911 a tunnel immediately east of this trestle was day-lighted, as it is called (i. e., the material forming the roof of the tunnel was removed), leaving an open cut for the railroad. Part of the material thus removed was used to fill in around the old timber structure at the east end, and also between the points where it crossed the Northern Pacific Railway and Pine Creek. This left two trestle viaducts, separated by an earth embankment 317 feet long. The eastern one, crossing the Northern Pacific Railroad,



East End Pine Creek Crossing.



Looking Eastward—Inland Empire El. Ry. in Foreground.

crete trestle abutment and between girder span and embankment at the west end by a combined trestle and retaining wall abutment. The open portion of the west abutment allows the crossing of a private road to the west of the Spokane & Inland Empire Railway.

Work on these two bridges was begun at the east end of EE-90A in the Fall of 1913 and it was completed at the west end of EE-90B in the Spring of 1915. The whole structure was built without interruption to traffic on either the Milwaukee or on any of the railroads or highways passing underneath the bridges.

The timber structure, which now has been removed, carried the railroad traffic during the construction until the new structures were sufficiently strong to take care of it. The arches and piers as they now stand were designed and placed with the idea in view to cause as little interference as possible with the timbers of the old trestle.

As mentioned before, the structures are reinforced concrete (i. e., concrete inlaid and strengthened by steel bars), with the exception of the girder span over the Spokane & Inland Empire Railway. This girder span consists of a steel structure encased in concrete, so as to make its outward appearance harmonize with the rest of the bridge, conveying to the mind the idea of the heavy massive concrete. This portion of the bridge was erected on a scaffold to the north of its final position and, after being completed, was rolled into place.

These two bridges, with their simple but gracefully curved arches, are of a quite striking appearance. They represent but one of various types of structures which one will see in passing over the coast extension of the Milwaukee road.

The bridges were designed and built wholly by the company's forces, plans for the structures being made in the Chicago

office of the Engineering Department and the work in the field being performed under the direction of the Seattle office of the same department.

September.

E. W. D.

The woods and fields have awakened with the morn,

Beneath an autumn sky;

The slanting sunbeams tinge the rip'ning corn,
Through misty shadows, out of cloudland born,
The brook runs rippling by.

Carols delight the ear; insects on wing
Weave round in dizzy Maze;
Enraptured nature seems inspired to sing.
The lowing herds and every living thing
Give voice to lavish praise.

The waterfall has symphonies to spare,
And now is running o'er
With bubbling laughter in a merry air,
Attune with myriad chords attendant there,
In its incessant pour.

The wayside fence, a staff in lines of wire,
Along the shady nooks,
Has clefs of tangled vines that set the lyre
To any key that fancy may desire,
Like old-time singing books.

The rustic posts the measures indicate,
Set in the grassy sod;
The morning glory, clinging by the gate,
With swinging blue-bells in each space await
And graceful golden-rod.

In ferny vales, o'erblown with floral notes,
The gentle wind bells chime;
The lily on the rhythmic water floats;
Glad anthems fill a thousand warbling throats
Rich gifts of autumn time!

Notes From Marion Car Department.

Jas. T. Clark.

'Car Inspector Max Lake is figuring on making a trip to the exposition in the near future. Charles Finney, carsmith, is spending his vacation with relatives in Minneapolis.

We are sorry to hear that Otto Beall, asst. storekeeper at Marion roundhouse, is on the sick list and we hope to see Otto out again soon.

General Foreman Miller gave us a call recently.

The writer spent a few days with his parents at Kansas City recently. K. C. is sure some town.



Trainmaster D. E. Rossiter.



Supt. J. T. Macdonald.



Trainmaster B. H. McNaney.

The La Crosse and Northern Divisions

Geo. E. Waugh.

On May 28, 1848, President Polk approved the Act of Congress admitting Wisconsin into the Union. We mention this because the Milwaukee & Waukesha Railroad which is now a part of the LaCrosse Division from Milwaukee to Brookfield, ante-dates the State's entrance into the Union by one year. Although the part of the LaCrosse Division between Milwaukee and Brookfield is only 14 miles, this distance represented more than half of the total mileage of the "System" when the Milwaukee & Waukesha Railroad was placed in operation in February, 1851. The population of the entire State of Wisconsin at that time was considerably less than the present population of the City of Milwaukee. The twenty-mile railroad of that date figuratively represents the seed from which our present great System of 10,000 miles, extending from the Great Lakes to the Pacific Coast, has grown.

The expansion and development which started on the present LaCrosse Division are all the more remarkable when one considers that the phenomenal growth and dominant position of the "Milwaukee" Road in railroad affairs today have taken place within the working term of men who are still on the company's roll. By 1858 we find that the rails of the LaCrosse Division had been laid from the eastern to the western boundary of the State, and entrance made into that famous old river town from which the Division gets its name. In those pioneer days of railroad building, we find branch lines quickly followed the completion of the main arteries.

The "Milwaukee" System, with sixty-five years' residency in the State of Wisconsin,

has been one of the main agencies contributing to the growth of one of the foremost commonwealths in the Union.

The mileage added in recent years to both of these divisions has been comparatively small, because the early builders of the Road supplied well its transportation requirements. The improvements, therefore, that have been made were for the most part in the physical building up of the line, improving the bridges, grade and rolling stock. The LaCrosse Division is laid with ninety-pound and one hundred-pound steel and double-tracked from Milwaukee to LaCrosse protected for the entire distance with three-point automatic signals, and the two divisions operate a total of 547 miles of track, reaching the oldest and most highly cultivated section of the State.

In dairy farming, cheese factories and the kindred products of butter and milk, there is probably no place in the United States where this important branch of farming is conducted on such a high plane. They have farms on these divisions where their opulent owners milk from two to three hundred cows. The bulk of this milk and cream is shipped to Chicago and Milwaukee markets. They also have some of the largest condensaries in the country. The Pacific Coast Condensed Milk Company's plant, which is now under construction at Oconomowoc, Wis., when completed will be one of the largest factories of its kind in the world and will have a capacity of 200,000 pounds of milk a day.

The pea canning industry on this line has rushed into prominence within the last few years. The factory at Columbus, Wis., is one of the largest in the world, and accord-



Northern Division Clerks and Dispatchers Voltz and Stock.

ing to one of the men in this business, Wisconsin's output of canned peas last year represented 60 per cent of the entire commodity in the United States.

Both of the divisions serve the largest cities in Wisconsin, and it is doubtful if any of the other operating units on the System reach a greater number of thriving and prosperous cities than the LaCrosse and Northern Divisions.

The tonnage is extremely heavy. In local and through business the Northern and LaCrosse rank high—during April, which is not a heavy month, these divisions hauled over six thousand cars of freight. In freight and passenger car miles, their record for the same period was 6,179,087. These figures are illuminative as to the density and volume of traffic they move. The passenger mileage on these divisions is the heaviest on the System, and this traffic during the summer months swells to huge proportions. On holidays like the Fourth of July, they have moved a total of nine thousand people out of Milwaukee to the numerous lake resorts in the vicinity, while their ordinary week-end excursion business runs approximately four thousand passengers. To handle this great volume of business, the organization working under Supt. J. A. MacDonald includes 225 engineers and firemen, 300 conductors, 355 agents, telegraph operators and station employees—a force of 750 track men; and the yard, shop and signal employees number 125—making a total of 1735 thorough and competent railroaders.

The men who started railroading on this Division and who have scaled the top-most rounds of the transportation ladder, are numerous and their fame is known to every railroader and traveler in the country. President A. J. Earling started as a telegraph operator at Watertown under J. H. Sleeper, the veteran agent in that city. At Oconomowoc, W. W. Collins was the first "Mil-

waukee" agent—he gave to the "Milwaukee" service three sons who made their mark in their inherited and chosen work. The Underwoods, Fred and W. J., ran here as conductors; E. H. Cooperman, who is now Vice President of the Southern Railroad, got his first taste of railroading here while his father was agent at Columbus. The list could be extended for pages of railroad celebrities past and present who have been trained on this part of the "Milwaukee" System.

In the early days, Supt. Lew Rock of the Northern Division, and the grand old guard that made couplings by hand and strained their calloused hands on the old style brakes, made history that will be recited by the old-timers as long as this Division operates.

B. H. McNaney, trainmaster on the Northern, who has been in the service since 1873, is an authority on the traditions and history of the division. His tales of the operation of the Winneconne freight during the regime of Lew Rock is brimmed with interest and thrills that excite one's admiration for the hearty, callous-fisted set who made couplings by hand and crouched as they threw their weight against the old-fashioned hand brakes.

Sprinkled through this force of over 1,700 men we find employees who have witnessed the advance of practically every accessory used in the transportation business, and it can be said to their credit that, though they started when cruder tools were in vogue, they have advanced with the improved facilities and their gray hairs indicate experience and not antiquity.

Supt. J. A. MacDonald, who presides over these divisions, has served the "Milwaukee Road" with an honorable record of twenty-seven years. In the capacity of superintendent, he has operated the Rochelle & Southern Railway and the Kansas City Division before coming to these divisions.



La Crosse Division Office Force.

He has a keen realization of the importance of the lines he is directing and ably supervises the tremendous responsibilities that go with running two of the busiest divisions on the system.

He has the benefit of the loyal, intelligent co-operation of splendid lieutenants, which, of course, is necessary to success. D. E. Rossiter, trainmaster on the La Crosse, is one of this type of assistants. J. F. Voltz and A. S. Wilson, chief dispatchers, are the same caliber of men. Chief Clerk A. T. Klinger, who has been with the company for over thirty years, is also an important cog in this high-class machine.

Of the four roadmasters, some of them hardly need any introductory through The Magazine, as the interesting and informing articles from the pen of F. H. Buffmire, who is on the eastern end of the La Crosse Division, are well known to our readers; while the creations of P. H. Madden's inventive brain have brought him renown beyond the confines of the lines west of Sparta. F. W. Sautel and Robert Whitney are men well known and well posted in their line.

In a small office in North La Crosse, presided over by C. A. Bush, general yardmaster, the visitor comes in contact with a high-tensioned part of the division, for the kind of work transacted here is great in its proportions and importance.

The Traffic Department is represented in La Crosse by Frank R. Hartwell, ticket agent, an old-timer on the division who is well posted on its interesting history. Our good friend and correspondent, H. J. Bullock, handles the tickets at North La Crosse. C. L. V. Craft looks after the freight interests, and as this is an important industrial and manufacturing center, it requires the best efforts of the company's forces to serve the interests of the community and the railroad. We find the disposition to do this well over both of the divisions and there is a community attachment, therefore, for both the road and the employees which manifests the high regard with which they are held.

"Conductors' Room" Gossip.

Some of the boys have called on Conductor Ed. Feathergill and report him in bad shape. He has been off a long time, and would be glad to see any of them at any time they can call to visit with him.

Roy Powell and wife attended the races at Elgin. They report a pleasant trip overland from Walworth to Elgin, accompanied by Mr. and Mrs. Booth of Walworth.

Conductor Chas. Mitchell is back on the job after a ten days' outing at Pine Lake, with his family. Wonder if he saw anything of Charlie Elliott's dog. Milton Wadsworth reported he was still running after that deer when he was at Pine Lake last spring.

The lid is sure on. Not even a game of "66." There is no need of a fan now, plenty cool enough, with the windows and doors shut.

Mrs. O. P. Taintor was a La Crosse visitor, reporting a very pleasant time, while O. P. was busy with his fishing tackle at Lake Geneva.

Conductor Jake Diehl is back on the job after a short illness.

Conductor C. M. Elliott has decided to move to Chicago. Glad to hear it, Charlie. We know where to go to get a square meal, now.

Little Ways to Save the Company Money.

An Old Employee.

For nearly sixteen years I have endeavored in every way to save the little things, as well as the big ones, and little savings in the aggregate make up a goodly amount, counted from year to year. The habit, also, is a good one to acquire; it accomplishes wonders for your employers and establishes an excellent method in regulating one's own daily life.

The following are some of the little savings which I have practiced, and while they seem trifling, yet when counted together, through a term of years, make up a sum total that helps to stop the leakages. Perhaps this will suggest to some other employees contributions to The Magazine, showing wherein they have saved, all of which will be helpful all along the line in forming the habit of looking after the small details.

In the early stages of my employment with the company I had charge of ten oil signal lamps. I brought them in as early as possible every morning, filled them only two-thirds full, cleaned them thoroughly, and in the evening got them all ready so that I could light them all with only one match. I then let them burn ten minutes and adjusted the lights carefully before placing them on the signal poles. It is a fact that this habit not only was a saving in oil, but also in my time. Whenever the burners became foul, I renovated them by boiling out.

Swept and scrubbed my office and waiting room floors and washed the windows without extra help.

Used soft clip paper to copy railroad messages, instead of printed telegram paper.

Kept a drip pan under the oil barrel faucet. In oiling switches, I oiled only the tie plates that came up to the rail and skipped the ones the rail did not slide on.

Regulated the station stoves so as to obtain an even temperature, and never allowed them to get red hot, thus avoiding clinkers.

In running a pumping engine, was careful to shut the engine down just as soon as the tank was full of water.

Used cheap scratch paper to do all station figuring.

In seven years in an electric switching tower, was careful about making a wasteful misuse of power. Since using electric lights, always turn the lights on and off at the proper time, evening and morning.

Watched all trains passing the tower for hot boxes and other defects. In some instances, discovered lumber projections and reported them in time to prevent passenger equipment from being scratched.

Always tried to expedite the movement of trains and save little moments of time.

There are thousands of other ways, in the various departments. Let some other old employe name a few.

At Home

Anna M. Scott, Editor.



Gladys. Little Daughter of Flagman F. O. Peterson, C. & M. Division.

New Styles for the Fall.

The colors to be worn this fall are not particularly brilliant, but they are soft and beautiful. A lovely new green is known as submarine, and there is a mole taupe, some lovely castor shades, pretty browns and blues, besides other charming shades not yet standardized for fall and winter garments. Heavy serges, gabardines, plaids, poplins and broadcloths are some of the fabrics to be used this fall for suits. All skirts for fall will be full. For tailored suits, gored and circular skirts, arranged in plaits, are to be very popular. For dresses and semi-tailored suits the skirts are shirred, gathered, or made with flounces. All skirts are worn short.

As school is only a few weeks off, the girl who must return to it is already beginning to think of her school or college wardrobe. Some of last fall's frocks will do and some will not, and for the economical girl the frocks that "will not" will in all probability have to be made over. Fortunately, this is an easy matter, considering the advance styles for the fall season. Combinations of materials can be used, and are preferable to a costume of one material. Consequently last year's frock can be combined with a yard or two of new checked or plain material. The one-piece frock, with its peplumed plaid bodice, is particularly youthful and can be worn by the very young girl as well as her older sister. The whole dress may be made of pebble cloth or serges, pretty blue with checked cloth for trimming, finished with a dark blue suede belt and windsor tie. The bodice may be made separate from the skirt if desired.

Coats are always important garments for school girls. They do not wish to have too many wraps, for in many cases closet room is scant, and so it is necessary to have a wrap that will answer for all occasions. There is to be a return of the Russian blouse lines, both in suits and coats. A very pretty coat can be made of grey-and-blue plaid. The coat does not reach quite to the bottom of the skirt. Either an attached or separate belt may be worn with the coat. Have one or two pockets.

General Hints.

It is a good plan when making starch to shave off some fine pieces of soap and add them to starch. This gives a glossy finish to collars and cuffs, and will prevent the irons sticking.

Flatirons that have become rough from rust or starch should be rubbed with yellow beeswax. Have a cake of the wax tied in a piece of coarse cheesecloth. Heat iron until it is very warm, but not hot; rub iron briskly with beeswax and quickly rub with a clean, coarse cloth until smooth.

Try this method of mending lace curtains. After washing carefully, place curtains on frame. Take a needle and use thread according to curtain. Do not knot, but tie end of thread to curtain and proceed to weave in and out curtain as near like the pattern as you can. Small holes may be drawn together. For the larger holes, you can readily see what is best to be done. If the curtain begins to dry, just take a cloth wet in the starch and apply around holes. When curtains are hung these places will hardly show.

A sandbag is an excellent substitute for the hot water bottle and is easily made. Take clear, fine sand, dry it thoroughly on the stove and put it into flannel bag about eight inches square. Don't fill it full or the bag will be too heavy. Sew up opening carefully and cover the bag with cotton or linen, to prevent sand from leaking. A bag like this can be quickly heated in the oven or on top of stove, and it holds the heat a long time.

Some Good Recipes for Pickling.

As it is now time for the busy housewife to get ready for pickling, will give a few recipes for same.

To pickle large cucumbers, pare seven pounds large cucumbers, remove seeds, and cut into inch pieces. Cover with vinegar and water, half and half, add a large pinch of salt. Boil until clear, but not overdone. Drain in a colander. To one pint of good vinegar add three and a half pounds of brown sugar; as soon as it comes to the boiling point, put the cucumbers back into

kettle and let the whole boil up. Again drain through the colander, and when cold put them in layers in a jar, sprinkle between the layers stick cinnamon, cloves, allspice, a few kernels of black pepper, and a little mace. Cover with the pickling liquid and seal.

Chow-Chow or Mixed Pickles—Slice or chop fine, as preferred, one-half peck of tomatoes, one quart of green peppers, two quarts of onions, one medium-sized head of cabbage shredded as for cold slaw, and one quart of mustard seed. Keep these ingredients separate and pack in layers in a jar, first tomatoes, next peppers, onions and cabbage. Sprinkle over this part of the mustard seed, and so continue until the layers have all been packed. Pour over this any strong liquid desired, scalding hot. Let stand twenty-four hours, pour the whole into the preserving kettle, bring to a boil, and let boil not more than five minutes. Pack down in suitable jars and seal.

Spiced Peaches—Boil three pounds sugar and a pint and a half vinegar with one ounce of whole cloves, and two of stick cinnamon; two or three of the cloves may be stuck in each peach; then put in seven pounds peeled peaches and let them heat through thoroughly. Skim out fruit and put in jars; boil syrup until thick and pour over peaches. Pears, plums and cherries may be prepared same way.

SHRAPNEL.

E. K.

The books of the season are legion, the selection bewildering. The War Story has its grip on the publisher and next year—Heaven help us!—the War in all its reality is ghastly enough. However, if you want a splendid view of the Russian side of it, read "Red Fleece," by Will Levington Comfort. As usual, his pen pictures are vivid. The story is of an American correspondent and a young girl, one of a party of Revolutionists, who travel with the army, caring for the wounded and urging the soldiers to turn back, all at the risk of their lives. The book is well worth reading and you can depend upon Comfort to give you a new outlook on things.

One of the very best books of the season, and one certainly interesting to "railroaders," is "The Harbor," by Ernest Poole, a story of the East River and the New York Harbor—the magic of it as well as the sordidness of it, the mystery of the ships and the teeming, busy life of the docks. It is well written and deserves some of your time.

Another strong book is "Brunel's Tower," by Eden Philpots, the story of a pottery in England. The book, in itself, is rather serious, but the philosophy of the Master of Brunel's Tower is worth following and the explanation of the different processes of the pottery is most entertaining.

Hugh Walpole has a new book, or at least a reprint of an old one, "The Wooden Horse." Why "The Wooden Horse," I

must confess, I know not, but it is very entertaining, though not so clever as his "Duchess of Wrexhe."

William J. Locke is in the list again, this time with "Jaffrey." Take it with you on your vacation; it will keep you cool. That reminds me of a critique I read on "The Wall of Partition," Mrs. Barclay's latest. It recommended that if you were a love-sick housemaid, by all means to read it. Not being a love-sick housemaid, I left it on the shelf, which perhaps was a mistake.

While in this light vein, let me recommend "A Knight on Wheels," by Ian Hay, and "Bealby" (pronounced Be-al-by), by H. G. Wells. They are both clever, both funny and possess the charm of having "bits" you feel you must read aloud to your family—and the family enjoy them, too.

Equally as clever is "The Pastor's Wife," by the author of "Elizabeth and Her German Garden." It is a delicious satire on the stolidity of the German and the vast conscious superiority of the English Bishop and should certainly have a place in your summer package.

If you have a little room left, put in "Quimo," by Elwood, a tale of the Philippines, with all the mysterious folk-lore of the islands, and "The Open Window," by E. Temple Thurston, a story of an English garden and the birds that lived in it. You leave them feeling that the wrinkles in your mind have all been smoothed out, and that is a feel worth cultivating.

When you once begin on a list like this, where can you stop? "The Turmoil," by Booth Tarkington, entertained me from St. Louis to Jacksonville. "Angela's Business," by Henry Sidnor Harrison, while not so good as "Queed," is well written and you can be quite sure you will find no split infinitives. "The Far Country," by Winston Churchill, is long and serious, and if you are not fond of politics, be wise and leave it alone. If you are, you will enjoy it. For the suffragist, "Delia Blancheflower," by Mrs. Humphrey Ward, fits in splendidly. It is a very cleverly written exposition of suffrage, with a decided stand against the militant. If you are not one already, perhaps this will convert you.

As a fitting end to this long dissertation, "The Keeper of the Door," by Ethel M. Dell, is offered. It is the most lady-like "blood and thunder" you ever read in your life. Don't start it in the evening, because you certainly will stay up until it is finished.

If the La Crosse Division items are shorter than usual this month please don't blame us too much, as we have failed to receive any items from those who heretofore have sent us a few; also on August 15th, just when we usually get our notes together to send in, we had the misfortune to be thrown against a seat in our caboose by a sudden stopping of the train, which resulted in a broken rib, a sprained shoulder and a very much "shook-up" correspondent.

(G. E. S.—Under the circumstances, you are certainly a prize—"shook-up"—correspondent.—Editor.)

The Children's Page

Look sharp, now, Kiddies, for you have a new Aunt Jennie, and she is to give you something nice to read and think about every month. She wants you to write to her, too. Read her letter and see if you don't think she is going to give you a whole lot of pleasure and do you a great favor every month in this page of yours.

"My Dear Boys and Girls:

"What do you think? We are going to have a page for our very own each month in this fine magazine! I know you will all like to hear that, and now, dears, I know you are all good boys and girls, and so I want each one of you to write me and tell me of the joyous times you are having and how you help mother each day, and about your little pets. We are going to have the best time ever on our page, so look for it each month. With love,

"AUNT JENNIE."



Jeanie, Joey, Peggy and Gyp.

Jeanie, Joey, Peggy and Gyp

All went out together.

They danced and sang

And jumped and skipped,

For it was lovely weather.

Jean fell down and hurt his crown

And Joe came tumbling after;

Peg and Gyp, they still did skip,

But nearly fell with laughter.

Great, Wide World.

Great, wide, beautiful, wonderful world,
With the wonderful water round you curled,
And the wonderful grass upon your
breast,—

World, you are beautifully drest.

The wonderful air is over me,
And the wonderful wind is shaking the tree,
It walks on the water, and whirls the mill,
And talks to itself on the top of the hill.

You friendly earth, how far do you go,
With the wheat fields that nod and the
rivers that flow,
With cities and gardens and cliffs and isles,
And people upon you for thousands of
miles?

Ah, you are so great, and I am so small,
I tremble to think of you, world, at all,
And yet, when I said my prayers today,
A whisper inside me seemed to say—

"You are more than the earth, though you
are such a dot;

You can love and think, and the earth
cannot."

—Lilliput Lectures.

Children, Do You Know That

The sun is a globe 866,000 miles in diam-
eter?

It is 1,300,000 times larger than the earth.

It is 93,000,000 miles from the earth.

It revolves upon its axis once in 25 days,
instead of once in 24 hours, as the earth
does.

It is made of the same materials as the
earth, but they are all melted and in the
form of vapor or gas.

Its warm and shining rays are necessary
to every growing thing upon the earth.

Many people in ancient times worshipped
the sun.

We should thank the all-good God for
creating the sun and everything in the
Universe.

The world is so full of a number of things
That we all should be just as happy as
kings.

—Robert Louis Stevenson.

On the land or on the sea

Let your motto always be—Safety First.

Make a rule throughout your life,

Teach your children and your wife—Safety
First.

Everywhere you chance to go,

Every dearest friend you know,

They will thank for saying so—Safety First.

**S. D. Roberts.**

Singing the praises of the territory reached by the "Milwaukee" and its train service is the legitimate occupation of S. D. Roberts, the company's advertising man. He has an avocation, however, also in the singing line, but it consists in warbling the compositions of Haydn, Mozart and Liszt. Mr. Roberts is president of the Haydn Choral Society, which has a membership of one hundred and fifty singers. In the musical world the achievements of the society in the twelve years since it was organized have given them an international reputation. In the latter part of July the Panama-Pacific Exposition offered a series of prizes, the largest plum being for ten thousand dollars, for the best skill in choral work. As the Haydn Choral Society had already won three international contests, Mr. Roberts' organization was selected by Mayor William Hale Thompson of Chicago to represent the city in the competition. That they did it well is manifested in the fact that they were awarded five prizes out of the six offered, including the ten thousand dollar prize.

There was another prize, however, for the "Milwaukee" road which we have thus far failed to mention—there was a special train going and returning, carrying one hundred and fifty passengers, that was routed over the "Milwaukee" Road in both directions, via Omaha, and as the railroad and sleeping car revenue amounted to nearly twelve thousand dollars for the Haydn Choral Society special trains, it is fortunate that Mr. Roberts' avocation is along lines that are so remunerative to the company.

The employees extend their congratulations to the President of the Haydn Choral Society for the phenomenal success they had at the exposition, and the company is grateful for the large amount of revenue turned into its treasury as a result of the trip.

The Haydn Choral Society expects to give a concert at Orchestra Hall in Chicago some time this fall, and employees who are fond of music should take the opportunity of hearing the greatest choral body in the country.

Get-Together of Roadmasters and Section Foremen.

Ed. N. Olson, R. M. Clerk.

The benefits to be derived from meetings of roadmasters and section foremen were very clearly demonstrated in a meeting called by Roadmaster D. Gorman of the Trans-Missouri Division and held at Lemmon recently. The object was to talk over the work of the track department and discuss local conditions, with a view to getting

the necessary work done in the most efficient manner. Mr. Gorman, the writer and all section foremen on the east subdivision were present. General track conditions and upkeep were discussed and questions pertaining to the application of anti-rail creepers, raising track, sun-kinks, etc., were brought up. The discussions brought out many excellent suggestions and much good information pertaining to the work of the road department.

The writer believes that meetings of this nature bring up many good points for discussion which can be handled satisfactorily and result in general benefit, and it would seem that meetings of this kind should be held on each division frequently, enabling all those engaged in the road work to get in touch and go over their work in detail.

After the track work matters had been very carefully gone over, the subject of the new form of time books was taken up. It was found that while there was a fair understanding of the new form, yet some details were in doubt, and these were cleared up by the foremen having an opportunity to ask questions suggested to them by the general discussion, and receiving an answer especially pertaining to his own particular query.

**George Barnoske.**

George Barnoske, roadmaster of the C. E. Iowa Eastern division, entered the service of the company as roadmaster on this division in 1891 under C. A. Goodnow, who was superintendent at that time.

Mr. Barnoske has served continuously on this division with the exception of the summers of 1909 and 1910, when he was called upon to take charge of the initial work in the double tracking of the H. & P. and River divisions. Also served as general roadmaster of the entire Iowa division during a portion of the time the double track work was so heavy. He is one of the real captains of industry, and is deservedly popular with the officers, employees, and with his fellow citizens, as was indicated in the recent election of the city of Marion when he was re-elected alderman-at-large by a larger plurality than that of any of the other four contestants.

Mr. Barnoske has three brothers who are roadmasters on the Milwaukee system.

Stedograms

Railroad Men I Have Met.

Once upon a time there was a stenographer just out of business college. He wore a wrist watch and was the village cut up. He secured a position with a railroad. The railroad had been getting along very well before he came and thought it understood its business. It did not. Theoretical business college students and practical railway methods do not dovetail. At least not on first application. For instance: the chief clerk dictated a message to the Chicago office to send at once six men to work in the ice house; the students message read: "send six men for house work;" when his attention was called to this minor error he came back with: "that's what you said." Another day he was set to writing passes, he made a mistake and instead of cancelling the pass, destroyed it and left the stub intact, then he tore out the last pass in the book, stub and all, wrote out the pass and destroyed the stub. It seemed to work at the time so the next time he got his hands on the pass book he tore another pass from the back of the book and wrote out a pass for his sister; it seemed to work again, so soon his sister was traveling up and down the line until she became known as a familiar figure. One day the steno was nervous or excited and wrote out a pass the conductor could not decipher; the foolish conductor wired the superintendent's office and there was no pass book with stub to correspond, it had been torn out. An investigation followed. The railway is still jogging along as usual while the stenographer is secretary for a large manufacturing concern.

Moral: Read most any of the Rollo books.

Astrology.

Let's go to Coney Island? Coney Island is the deep sea breeze where they DO THINGS. The minute you pass the door keeper on a revenue basis you are considered a Good Thing Past Due, and it is the scheduled Duty of every Native Son to Do You. This is considered Good Form from the Island standpoint, as the Habit is an imported feature originating on the Bowery, worked over time by Doc Cook and has settled down to Steady Business at the Glaringest Spot in the effete East. There were all kinds of Goods Things paying penance the day I Arrived, so I got Busy and began looking for the Come On who was supposed to be my Destiny, only there they call it Finish. It developed into a white tent shadowed by a sign, reading:

PHRENOLOGIST.

The word sounded rather Halsteadstreetese and as I was unfamiliar with its derivation concluded to Try It Once and Jumped over the Hurdles. An old blear-eyed geezer with a ten barrooms in one night complexion and a flowing Rip-Van-Kinkle like set of crumb retainers barred my entrance, grabbed me by the arm and waltzed me down to the mourner's bench. Here he grabbed my hat and began pawing my curly locks with his palms. I imagined I must have Dropped In at a new school tonorial emporium and as I had already enjoyed a shampoo that morning, was getting ready to Back Up when he informed me I was an Astronomer. I was on the point of telling him he was not a near relative to George Washington, when I recalled I was in Rome, so sat still and waited for the candles to go off. When I asked with what Union the Astronomers affiliated, he said they studied stars; he also said it was a deep subject requiring a deep mind and deep pocket book, then spake: "Two dollars, Next."

I had always considered such freaks as fakirs and passed the experience up as a part of the sight-seeing tour and forgot all about it and him while enjoying the delights of a trip across the Alps, a journey through Switzerland and an enjoyable dance with a lass from off the Bowery. It was a late hour when I showed up at the Hoffman House, so my

lunar lunacies were postponed until the next evening.

It was while strolling down the Great White Way that Old Phreno was recalled to mind when I Butted Into another sign which read:

ALL STAR ATTRACTION.

On the instant the Old Fakir's bewhiskered phiz came to mind, also his prognostications, and I entered college right there. There were several stars present, both on the stage and in the auditorium. Phreno was right—the study of Stars is a deep subject and I began to have faith in the Old Oracle. During the performance I picked upon a Heavenly Body most suited to my Collegiate Career and named her Planet; when the show was over I met her at the stage door entrance and she called me Comet while some rude by-standers called me Johnnie.

There is not much more, except as usual, Old Phreno was right. It does require a deep mind and a deep pocket book to Study Stars.

I am now taking a post-graduate course in the Movies.

O. Henry worried quite a little in trying to locate the typical "Man About Town." It was not necessary. Any husband whose wife is away on a vacation is the original "Man About Town"—he is all over it.

Clipping from April "At Home" department: Good Recipes, But Perhaps Not "Good Things to Eat."

Kiss Cake—Take one armful of pretty girls, one lovely face, two laughing eyes, two rosy cheeks, two lips like strawberries. Mix well together and press two lips. The result will be astonishing.

Frosting—One piece of dark piazza, a little moonlight and press one large or small hand so as not to attract attention. Two ounces of romance and one or two whiskers. Dissolve one-half dozen glances into a quantity of hesitation and two ounces of yielding kisses on blushing cheeks. Flavor with a slight scream and set aside to cool.

Contributed by "Kittie."

I am dying, Kittie, dying a la Cleopatra style for a kiss cake, a la Kittie, it would make this life worth while; for a lovely face beguiling, for a pair of laughing eyes, for two rosy cheeks endimpled I would win a precious prize. For two lips that know their business we could mix them just your way; the result would be—you get me—as I mix this roundelay? I am longing, Kittie, longing for one little line from you, for a great big chunk of frosting that was sweetened by the dew; for a piece of dark piazza with the moonlight peeking through, for a little hand soft stealing—one and one they say make two—for a little hand soft stealing towards another large and firm, for a moon that tells no secrets, ah we both have lots to learn of the weight of modern romance—those two ounces sound so small—and those two stray hairs called whiskers—am I riding for a fall? We'll dissolve those six small glances in the hesitation step, and you'll yield those blushing cheeklets with two ounces—have you kept that slight scream and added flavor, am I set aside to cool, tell me Kittie, can't you use me as a culinary tool?

There's a dreary spot on this old earth where the sunshine never blooms, where it rains and rains, then rains some more like great hydraulic flumes; where the pools lie deep and the waters seep with the concrete, mushed-like bran; oh, the dreariest spot on this old earth is rainy old Spokane.

Some men's wives get wise when they return from their first vacation; some require two or three trips, while some never get wise at all. Wonder what system the latter husband employs?

Kittie: You're on. Meet me at the Convention, and bring along a good supply of those delicious confections you so knowingly described. We'll cook up a whole batch of them and hold a supplementary convention.

Get Together

The Veterans' Association.

Many responses have been received and much enthusiasm has been manifested in the matter of forming a Veterans' Association. The first two names to come in were those of President Earling and Vice-President Sewall, who expressed themselves as heartily in sympathy with the movement. Nearly a hundred names have been sent in, including engineers, firemen, conductors, clerks, officials and employes in every branch of the service. It is to be understood that this association shall include employes all over the system, who have served the required time. A meeting will be called soon of those who desire to become charter members; a constitution and by-laws and a general mode of procedure adopted, after which The Magazine will be in position to make positive announcement. In the meantime, names may be sent to the Editor of employes who have been in the service twenty-five years or longer, who wish to become members of the Association, the object of which is to be the mutual pleasures and benefits of a periodical "Get-Together" in the bonds of fraternal fellowship.

Little Ways to Make Money for the Company.

Elsewhere in this number is a contribution from An Old Employee on how to save the company money. His argument is on the value in the aggregate of the trifling savings, from day to day, which in themselves do not amount to much, but which, taken altogether, mount to very considerable savings. This suggests the little ways in which employes can make money for the company. Not the actual handling of cash or turning over to the Treasurer of any revenue which any employe "working overtime," perhaps, may have been able to glean from the public for the company's coffers. But in the little helps and courtesies lies the possibility of making much money for the company, by making friends and satisfied patrons.

Beginning with the very road itself, along the right-of-way, the section foreman has opportunity almost every day to do a good turn for the farmer, for instance, whose drain needs some little repairing. Mr. Section Foreman sees the need and goes about it without waiting for an order. Mr. Farmer comes along through the field and, seeing the work going on, or done, hunts up Mr. Section Foreman and swaps a yarn or two, gives him a hearty "thank you" and tells him to drop in and have dinner some day. This may be in competitive territory, and when the crop is to be marketed, Mr. Farmer will be most likely to patronize the buyers on the railroad where Section Foreman is a good fellow. Perhaps, in another

case, fences are in bad condition and the farmer is getting pretty mad. The section foreman can easily quiet a threatening storm by going about it in a good-natured way and putting the fences in good order. The farmer thinks things over and decides that the "Old Milwaukee" is all right anyway, and a permanent friend is gained. The same way with farm crossings, with cattle guards, and with many matters seemingly insignificant in the larger affairs of a railroad business, but which loom large on the horizon of the individual. In such ways is the section man demonstrating his loyalty, and incidentally his ability as a business getter.

The Necessary Qualifications of a Traffic Solicitor.

Mr. G. W. Luce, freight traffic manager of the Southern Pacific, in a recent issue of the Southern Pacific Bulletin, issued a little manifesto to the solicitors of freight upon the qualifications necessary to possess and to cultivate in order to become a successful business getter. The first requisite, according to Mr. Luce, is Personality. Always present a good appearance not necessarily with expensive clothes, but in being always neatly dressed; no spots on clothing; no defects; well pressed and well cared for suits; cleanly shaven; a self-reliant carriage—"walk with a determined step, head up, with a smile and expression of success, and you will have three-fourths of the day's battle won."

The second requisite is Perseverance. This quality must not, however, become "freshness," for that is a nuisance and a trouble-maker. If you find your call is inopportune, do not be persistent. Withdraw as soon as you can politely do so, and your customer will be all the more glad to see you when the occasion is opportune. "Return to the attack some other day, until you finally succeed in getting the business."

The third is knowledge of your business. Know every detail, your tariffs, routes and service, location of points. Also have a general knowledge of transportation, so that you can discuss the subject intelligently, but do not carry that so far as to appear to know it all. This is quite likely to antagonize the shipper, for he is entitled to his views. Be interested in his views and endeavor to explain away, courteously, any misapprehensions he may have.

Fourth is Confidence. If you have personality and have taught yourself the right kind of perseverance, and know the details of your business, you will have confidence. "If you lack confidence in yourself, you will not gain the confidence of the person with whom you are dealing."

The fifth should be knowledge of your customer. Study the individuality of your

shipper. No two are alike. You must acquaint yourself with the personal likes and dislikes of each one and approach each one by the avenue of his individuality. Gain their confidence and then never violate this by making promises you cannot fulfill. "Nothing is so dangerous as to make a promise or say you will do something, no matter how trivial, and then break your word. Your word should be your bond."

The general summing up is that you should make a good impression on your first appearance, be straightforward, sincere and obliging. Not too profuse in promises, and after you have gained a customer, cement his friendship by taking an interest in him. Keep him advised as to the movement of his shipments and do all in your power to expedite their movement. Listen to any complaints he may have to make and strive to get prompt action on any claims.

"There is no golden rule on how to get business. Work, work, and more work. This is the very important factor. To accomplish anything necessitates work, and the securing of traffic is by no means an exception."

Casey Jones Has Rival.

As a "brave engineer," the famous Casey Jones has a formidable rival on the Milwaukee extension in the person of Engineer Tom McCall, who pulls the Columbian over the Coast & Columbia Division between Seattle and Othello.

At 12:15 on the morning of April 22 a band of desperadoes attempted to hold up the east-bound Columbian a short distance from Cle Elum. Divining their purpose, Engineer McCall answered the short flag that was given him by letting a little more steam into the cylinders and pulling her up a few notches. At the next stop following trains were given warning by Conductor "Gibby" Lee, and a great loss was averted to the passengers and express company. A full report was made of the occurrence when Othello was reached and Traveling Engineer Tom McFarlane immediately placed an order for an Iron Cross, which was prepared in the Othello blacksmith shop by A. B. Johnson and suitably engraved with the honored engineer's name, the date, and the words "For Bravery." Upon Engineer McCall's next arrival in Othello, the cross was duly presented by Storekeeper "Bill" Lombard in the presence of a number of brother employes.

I. & D. Division Notes.

M. W. Johnson.

Engineer P. Mottershead and daughter Amelia, have just returned from a visit at Providence, R. I.

Carl Anderson, son of Trainmaster C. A. Anderson, spent part of his summer vacation with his grandparents at Monona, Iowa.

Mr. F. E. King of Minneapolis, was in Mason City on the 11th inst.

Mr. W. F. Cody, D. F. & P. A., spent several days at Excelsior Springs.

Mr. C. B. Higgins, dispatcher at Mason City, and a member of the Empyrean Quartette, accompanied the M. B. A.'s to St. Louis, Mo., where said Quartette will appear several times on the program of the convention of M. B. A.'s.

Mrs. D. H. Cross, wife of Car Foreman Cross, has gone to the Twin Cities for a short visit.

E. M. Hunt of Mason City has returned from Greenwood, B. C.

Mrs. E. J. Kelley, wife of Conductor Kelley, and daughter left a few days ago for Estherville, Ia., for a visit.

Mrs. G. P. Hodges and daughter, Naldra of

Minneapolis spent a couple of days at Mason City recently.

Mrs. Mechelke and son, Lyle, and Miss Agnes Meyer have returned to their homes at Milwaukee after spending a couple of weeks at the home of Chief Dispatcher E. A. Meyer and family.

Dispatcher A. F. Mikesh of Mitchell, S. D., spent his vacation at various Iowa points.

Miss Sue Potter spent Sunday at Hampton and Latimer, Ia.

C. W. Hickey is doing the extra dispatching at Mason City while the regular dispatchers are taking their annual vacations.

S. P. Brainard of Sanborn, Ia., who has been relieving in the dispatcher's office at Mitchell, S. D., will be married September 8 at Lake Okoboji to Miss Emma Valteau of Grinnell, Iowa.

Chief Dispatcher A. J. Rozum of Mitchell spent his vacation at Chicago, St. Louis, Milwaukee, Prairie du Sac and other Illinois points. He was accompanied by Mrs. Rozum and sons. They had planned a boat trip, Chicago to Milwaukee, but after witnessing the Eastland disaster changed their plans.

Harold Rehm, station baggageman at North McGregor depot, is spending his vacation in Montana and Minneapolis.

Conductor M. M. Burns and family of Sanborn, Ia., have gone to the Pacific coast for a couple of months. Conductor J. C. Riley has taken Mr. Burns' run.

Engineer J. J. Burns and daughter, Vera, spent several days at Mason City recently.

Engineer J. C. Pfahler and wife have gone to Hot Springs, S. D., where Mr. Pfahler will take treatment for hay fever.

P. C. Thompson gets Everly station on bulletin; C. H. Gilbert has been appointed agent at Ossian; H. C. Lindell, second operator at Ossian; H. B. Peterson, formerly agent at Bridgewater, has been appointed agent at Sheldon, while F. Temple, formerly agent at Ossian has gone to Bridgewater.

M. Jorgensen, section foreman at Whittemore, and wife, have just returned from a trip to the Pacific coast.

Dispatcher M. J. Ramsey, wife and sons, are visiting at Davenport, from which points Mrs. Ramsey will leave for Oklahoma, where she will remain until the first of September.

Mrs. H. Lunsman and daughter, Elsie, left recently for Whittemore, where they will visit over Sunday with relatives.

C. A. Boehmle, district adjuster from Dubuque, was in Mason City on the 11th inst.

Conductor J. Inman and wife have gone to Montana for a couple of weeks.

F. H. Dickhoff acted as yardmaster at Mason City while General Yardmaster Biggs was on his annual vacation.

Engineer H. McClintock, wife and son are spending the month of August in the East.

E. J. Dougherty, night roundhouse foreman at Mason City, is taking a two weeks' vacation.

J. E. Curtis, formerly foreman at Sanborn, has been appointed night roundhouse foreman at Mitchell.

Charles Lehman leaves soon for Spokane, where he will visit Maurice Murray, chief clerk for W. P. Warner.

Len Hurley, yard clerk at Mason City, is spending his vacation in Chicago.

Conductor E. Hoxsie has been off his run for some time on account of the illness of his wife; Conductor G. W. Bryan has taken his run, and Conductor F. W. Hurlburt is covering Bryan's run.

Passenger Brakeman R. W. Tipp was trying out his new "Ford" Sunday. Ray will only touch the high spots for a week or two.

Baggageman M. E. Grady and wife have returned from an auto trip to Des Moines and Moline.

Bert Schott has taken up his duties again as call boy at North McGregor after a siege of rheumatism.

Passenger business is heavy, due to fairs and circuses.

Mack Cotant, freight checker at West Yard, is at work again after an illness of several days.



















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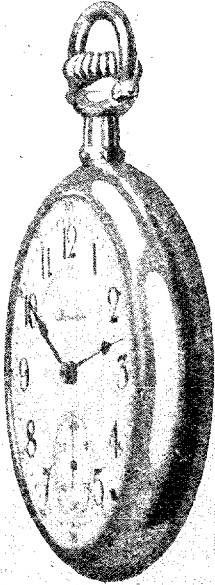
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Safety First

A. W. Smallen, General Chairman.

From the Bureau of Safety.

On July 7, 1915, the Chicago Terminals Safety First Committeemen held their monthly meeting in the office of Supt. P. L. Rupp, the following members being present:

P. L. Rupp	F. Cusick
A. W. Smallen	H. M. Peebles
W. C. Bush	A. Yappen
J. Costello	J. Jannes
M. Burke	C. Chambers
E. Schumacher	T. Williams
T. R. Morris	W. E. Stockwell

C. Lundberg.

The meeting was called to order at 2:30 p. m. for the purpose of discussing the general conditions along the lines of Safety First, also to secure any new suggestions that the committee might be prepared to make. Addresses were made by Superintendent Rupp, General Chairman Smallen, Assistant Superintendent of the Terminals W. C. Bush, Trainmaster J. Costello, Roadmaster Burke, General Fire Foreman T. R. Morris. After a great many suggestions had been offered, and report had been given to the committeemen on what had been done with the suggestions made at previous meetings, new suggestions were then offered.

The Superintendent thanked the committeemen for their efforts in behalf of the Safety movement. The meeting adjourned, to be called again in August.

On July 27th a Safety First meeting was held at the Y. M. C. A. rooms in Miles City, Mont. The following committeemen were present:

H. Spencer	E. McMinn
A. W. Smallen	Wm. Free
P. J. Burns	F. Boden
A. H. Olson	T. E. Corbett
C. L. Tanner	A. Maile
R. W. Anderson	D. B. Rivers
F. C. Dow	J. Widman
W. A. Bender	M. Kennedy
E. Immish	Dougherty
A. Dunlap	O'Leath
W. J. Donavan	A. J. Bovee

H. Michaels.

Minutes of the previous meeting were read and approved. During the course of the meeting several very good suggestions were made, and committees were appointed to report at the next meeting results of their investigations.

The next meeting of the Musselshell committee will be held in Miles City, Mont., August 30th.

On July 30, 1915, a combined Safety First and Proper Handling of Freight meeting was held at Sioux City, Iowa, in the office of Supt. Beardsly. There was an attendance of thirty employes and officials. One of the very important suggestions made at this meeting was given by Conductor Talbot. He called attention that in Canton, S. D., there was a large pile of wood that had either fallen down or been improperly

piled, making it unusually dangerous for trainmen to work on that side, especially at night.

Trainmaster Esse said that conditions at Canton had been brought to the attention of Trainmaster Anderson of the I. & D. Division, and also their roadmaster, also that this condition had been taken care of. Several more Safety First suggestions were offered and are to be investigated. Meeting then went into the Proper Handling of Freight. The next Safety First meeting of the S. C. & D. Division will be held during the month of August.

The Idaho and Columbia Divisions Safety First Committee held their monthly meeting at Malden, Wash., July 31, 1915. Meeting called to order at 10:30 a. m. by Chairman Mott Sawyer. The following committeemen were present:

A. E. Campbell	W. R. Lanning
W. C. Ennis	F. J. Gaynor
T. McFarlane	A. L. Brown
E. McGee	J. Kibbler
C. H. Burt	W. G. Graham.

One of the important suggestions made at this meeting, which proves that many injuries are caused through careless thoughtlessness of human beings, was made by Mr. Gaynor of the car department, who reported that laborers in Revere are sleeping under outfit cars on industry track, and that beds were left under cars in daytime. Roadmasters were instructed to have this dangerous practice corrected at once, also roadmasters were instructed to correct the habit of extra gang laborers from removing packing from boxes of outfit cars. Chairman Sawyer called attention of the committeemen to the importance of seeing that rip-track switches are kept locked at all repair track yards and none but authorized employes of the Car Department to have keys.

The danger of children trespassing upon our tracks at Malden, St. Maries, Avery and other points was again mentioned, and further efforts will be made by committeemen to warn children and their parents, also authorities, of the danger of playing on right-of-way, on cars and around stations. After Superintendent Sawyer's closing address, meeting adjourned, to be called again in August.

On August 9th, the Safety Meeting of the River and I. & M. Divisions was held at Minneapolis, the following members being present:

River Division:	
A. S. Willoughby	M. T. Skewes
H. C. Kassabaum	W. G. Hanson
T. Ryan	W. M. Anderson
L. T. Johnston	J. Ostrum
J. Wagner	R. H. Blackstone
H. R. Miller	A. Young.
I. & M. Division:	
M. McShane	Wm. Coogan
E. A. Ryan	E. Foyle
C. Carlson	C. M. Leighton
A. M. Lawrence	H. Bennet.

Besides the men of the Safety Committee there were present: A. W. Smallen, chairman of the General Safety Committee; C. H. Dietrich, assistant general freight claim agent; M. J. Larson, from Mr. Gillick's office, and seventeen others, who attended the meeting to learn what they could of the Safety First and Proper Handling of Freight.

The meeting was called to order by Chairman W. J. Thiele, who made a short talk for the benefit of the new members of the Safety Committee, and at the close of his address the new Safety Committeemen were called upon for suggestions. After this an address was made by A. W. Smallen on "Safety First," followed by a short talk from C. H. Dietrich. Then the chairman called on M. J. Larson, who gave an interesting talk on "The Proper Handling of Freight." The next meeting will be called in Minneapolis by the chairman some time during the latter part of September.

Thoughts on Safety First.

Chas. A. Wright, Machinist, Dubuque Shops.

In viewing the Safety First movement from the standpoint of the worker and from the company's standpoint, I believe it is deserving of not only the endorsement of the workers, but of the employers. Perhaps a few words from a member of our mechanical department at Dubuque Shops might interest employees at other points. Our worthy head official, James Connors, has his heart and his deep interest in the movement, and so have his foremen in their various positions.

I believe the company is perfectly willing to go to any reasonable expense to promote this cause, to repair and alter any appliance for the safety of the employees; but there is one thing to bear in mind, and that is the necessity of co-operation among the men of the different shops and departments and the train service. Without the co-operation of all the employees, every attempt on the part of the company to promote Safety First, with any degree of accuracy or science, would be fruitless. I believe the working men, in the promotion of safety for the lessening of accidents and suffering, have more to gain than has the company, whose interest is more a matter of dollars; but the promotion of Safety First, to its greatest efficiency, is a problem which requires the co-operation of both the employer and employee, and I think all the workers should aid in every effort to lessen accidents, and thereby very materially benefit the cause, which is certainly a noble one and which is here to stay.

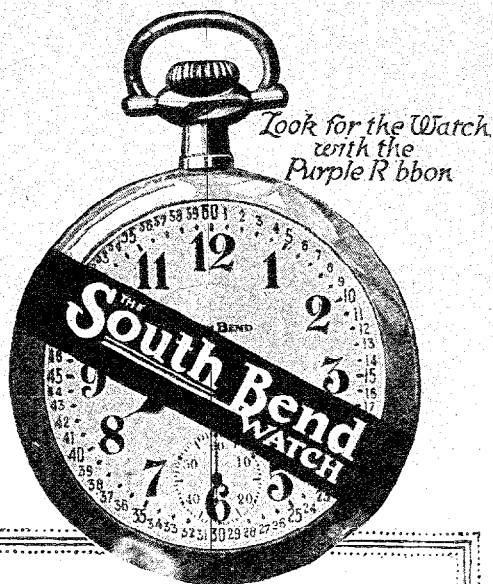
Machinist Apprentice Kenneth Humble is taking a trip down to little old New York giving it "the once over."

Machinist Lindsey has moved his family to Marion.

The writer and wife took a three days' lay-off and spent them out on the farm.

Engineer Henry Nickels is a little sore these days on account of the switchmen moving his rooming place. Mail car 3401.

Storekeeper George Titus' calf is doing fine.



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Special Commendation

Special Commendation.

La Crosse Division Brakeman F. Williams, extra east out of Portage Aug. 7, discovered sandboard down on St. Paul car 102145, when inspecting train at East Rio. Car was set out. Brakeman Williams is entitled to credit and special commendation for his attention to details.

On Aug. 12, as La Crosse division first 67 was pulling out of Portage, Switch Tender D. Moran discovered sandboard down on M. C. car 14013. He boarded the train and signaled engineer to stop, and car was set out. This prompt action no doubt averted serious damage. Mr. Moran is entitled to special commendation for his watchfulness.

Recently, while La Crosse division 72, W. Walthers, Conductor, was passing the motor car used by the telegraph repair force, Conductor C. Jacobs, piloting the motor car, discovered dragging brake beam on St. P. car 83002. He notified Conductor Walthers, who was on the lookout for signals while passing the crew, train was stopped and the brake repaired.

Special commendation is due, and credit has been entered on service roster of Brakeman J. L. Collins, Kansas City division, for timely discovery of broken spring hanger and sandboard down under St. P. car 101823, train 2/74, at Farsen, July 24.

Car Inspector A. E. Burdett, Trans-Missouri division, has received a letter of commendation from Superintendent Hill for prompt action upon discovering a fire in P. R. R. car 50523, in McIntosh yard on June 28. With the aid of the switch crew which was summoned at once by Mr. Burdett, the fire was put out with little delay and small damage to contents of the car. The McIntosh yard switch crew were also commended by Superintendent Hill for their efficient service in extinguishing the fire.

Special commendation is due and credit has been made on the record of Brakeman Hose Carry, Mineral Point division, for discovery of dragging brake beam in cinder dump 59391. Prompt action on his part undoubtedly saved a derailment. Also for discovering brake beam down under St. P. car 29200, while car was passing over a railroad crossing at Dill, Wis., June 29. The good work of Brakeman Carry is much appreciated by the company.

Fireman F. E. Daly, C. & C. B. (Iowa) East, division has received a letter of commendation from Trainmaster Hoehn, for discovery of a displaced crossing plank at Lost Nation, July 4. The plank was standing in such a position that it would not clear the pilot. The train dispatcher and section foreman were promptly notified and possible damage thus averted. Credit has been placed on the service roster.

K. C. Division Brakeman H. Tennant is entitled to special commendation and credit has been placed in the service roster for timely discovery of a broken arch bar in truck MRT car 4123, train 69, at Mystic, June 10.

The following letter from assistant Superintendent Thurber to Brakeman Frank S. Shuler, Janesville, commends Mr. Shuler for his interest in his work and in the company's welfare:

Milwaukee, July 29, 1915.

Dear Sir: Some time ago you wrote me a letter calling my attention to the liability of injury to stock, particularly to calves and sheep, because of the space between the door and the floor of stock cars being so great that the legs of the animals would pass through. Mr. Manchester has issued a circular to all foremen to clear these doors, so as to overcome the danger. I would like to thank you for the interest in the company's welfare, and

we have made a record in your favor in the roster.

Yard Track Foreman John C. Kidneigh, Avery, Idaho, has received a letter of commendation and thanks from Superintendent Willard, Missoula division, for prompt action in preventing serious damage in Avery yard, Aug. 14, under circumstances as follows:

Yardmaster Kidneigh was working adjacent to track on which No. 94 was pulling out when he noticed that flanger was down on box car flanger X-6. Flanger had been put in train 94 to Deer Lodge for repairs. In making air test, inspectors had failed to discover that air valve controlling air pressure in raising and lowering the flanging device had not been cut out. The valve being open when air pressure was admitted caused the flanger to drop to the rail. Mr. Kidneigh had to run quite a distance, climb up into the flanger and turn the air valve so as to raise the flanger blades, thus avoiding a probable derailment.

Mr. Fred Harrington of Herrick, Idaho, has received a letter of thanks from General Superintendent Foster because of prompt action upon discovering that a horse was caught in the bridge near Calder. No. 18 was nearly due and had it not been for Mr. Harrington's timely discovery and prompt action in flagging the train, a serious accident would undoubtedly have occurred.

The following letter has been received by the editor, and is passed on through this column in the hope that it will meet the eye of the employee deserving of Mr. Dolliver's thanks:

Valley, Wash., July 17, 1915.

To the Editor: On the morning of July 4 I got off of Milwaukee train No. 18 in Spokane, having traveled from Seattle, and carelessly left my purse in a tourist berth. After discovering the loss I immediately had the chief dispatcher wire to St. Maries, Idaho, to intercept the purse, and when I went back to his office on Tuesday, it was waiting there for me, intact. Since I do not know who the honest porter was, and had no way of rewarding him, I take this means of expressing my gratitude, feeble as the attempt may be. I wish him the greatest success and advancement in his chosen work.

Trusting that you will favor me by publishing this note in your magazine, I am

Gratefully yours,

MARK DOLLIVER.

Our Road the Best.

Terre Haute, Ind., July 6, 1915.

Dear Editor: I want to write a letter of appreciation to this magazine for the splendid treatment we received from the Chicago, Milwaukee & St. Paul Railway Company. We were a part of the party which took advantage of the "teachers' special." We traveled many roads but your road was the best.

The afternoon tea was enjoyed to the fullest extent. The traveler finds everything he wishes for on one of your trains.

Respectfully,

(Signed) ANNALEE SHORTRIDGE.

July 21 Cap Collins, section foreman at Oshkosh, found a loose wheel on a combination baggage and mail car in train No. 6. The car was set out of the train at Oshkosh. He probably prevented a bad passenger wreck, as it was the first car in the passenger train.

Switchman L. G. Caspar, Milwaukee terminals, has been given a credit mark by Superintendent Hinrichs, for returning a memorandum book containing considerable money and valuable information, which he found in the yards, and which belonged to a stock drover, James H. Cornwall, brakeman on the C. & C. B. (Ill.) division, recently performed a he-

rote act that undoubtedly saved a man's life. Cornwall was on the engine pulling No. 64 which was running at considerable speed just west of Spaulding when he discovered a man lying on the west bound track a short distance ahead of No. 61, which was approaching at rapid speed. Cornwall leaped from the train and reached the man just in time to drag him safely across the rails. The man was intoxicated and in his stupefied condition laid down on the track where he certainly would have been ground to pieces had it not been for the courage and prompt action of brakeman J. H. Cornwall.

Conductor Fred Belender of the CBIA division received a letter of commendation and credit in the roster for the discovery of a loose wheel on a car in train 70 at Manilla July 20.

Agent C. A. Case of Panama has been credited for the discovery of a broken rail in the yard at his station on July 26.

Engineer Frank Wicheal was given credit in the roster and a letter of commendation for special service performed on July 24. Mr. Wicheal was a passenger on No. 6 returning home from the funeral of his niece. The fireman on No. 6 was injured and Mr. Wicheal took his place, bringing the train in without delay. Mr. Wicheal is a C. B. division engineer.

Brakeman F. R. Dignan of the C. B. Iowa division received a letter of commendation and credit for the discovery of a dragging brake beam in a passenger train July 31.

Conductor Wm. Simpson of the C. B. division received letter of commendation and credit in the roster for discovery of a broken rail between Defiance and Earling July 22.

Brakeman E. O. Eckert deserves creditable mention for discovering a brake rigging down on coal flat in train 65 July 25 coming into Sioux City. He notified the train crew just in time to prevent them going out on crossing, which would have blocked the

Great Northern, Omaha and other St. Paul trains.

Mr. Meyers, policeman for the E. J. & E. Ry. at Mondakout, discovered a piece of flange 22 inches long broken out of a wheel in Extra O'Shea's train when passing Mondakout. The train was stopped and the car was set out and no damage done. Mr. Meyers is to be commended for this act.

Notes from Marion Roundhouse.

Edw. Griffiths.

Ecclermaker Fred Welter has moved out on a farm at the edge of town. Fred will make some farmer.

Engineer Charles Strickell and family are spending a few days at Langworthy.

Machinist Apprentice George Hatzembuehler of Dubuque spent a few days at Marion.

John O'Neil of Milwaukee spent day with us last month.

John Dexter, storekeeper of Dubuque, was at Marion one day last month giving us the "once over."

Ole Hanson of Savanna was a pleasant visitor.

Storekeeper Titus has had a ventilator built on the storeroom, to let out some of the "hot air."

Engineer W. E. Smith and wife, John Post-dick and wife and Fireman John O'Kelly and wife spent a few days at Lawler, Minn.

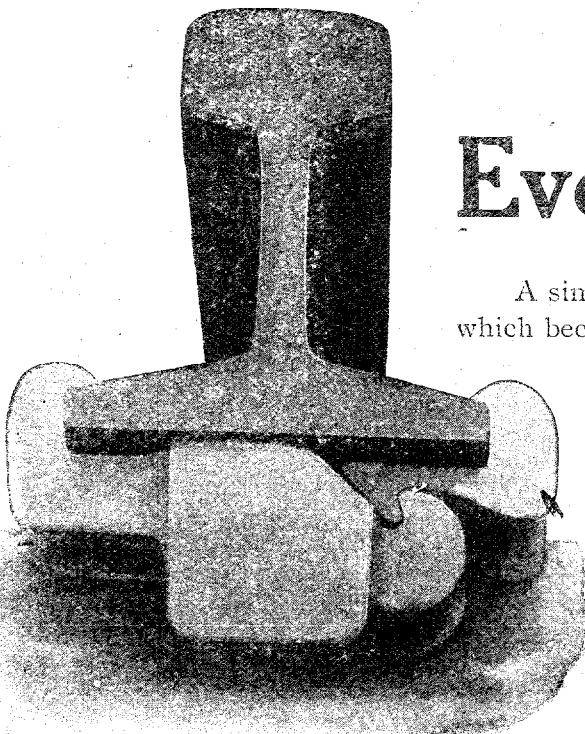
Fireman Charles Sodon of Perry has taken one of the gravel runs out of Marion.

Machinist Helper Ora McLoughlin spent a few days at Sanborn, Ia.

The Anamosa fair was held August 11, 12 and 13. Did any of you fellows out on the extension ever go to the Anamosa fair?

Several of the roundhouse boys attended the firemen's state tournament at Iowa City with the C. M. & St. P. Hose Company. The boys never fail to bring home some of the gravy.

The Marion band concerts are getting to be quite popular and we have several of the roundhouse boys that can make as much noise as any of the rest of them.



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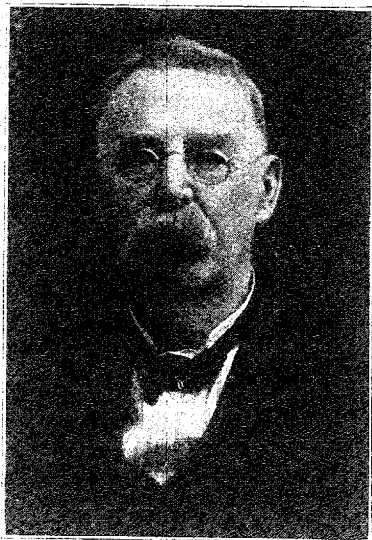
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P. & M. Rail Anti-Creepers

On The Steel Trail



"Charlie" Cross.

A host of friends and associates will look with pleasure upon the portrait of Chas. E. Cross, senior conductor on the Kansas City Division, and one of the veteran employees of the company.

Mr. Cross began work on the old Racine & Mississippi Ry. in 1862, as brakeman on a passenger train for Conductor Enoch Barnes, and later as a freight brakeman for Conductor Al Foster.

At this time the call for volunteers appealed to him and he enlisted in the 7th Illinois Cavalry, serving through until 1865, when he was mustered out at Marshall, Tenn.

Returning from the war he re-entered the railway service in December, 1870, as a brakeman on the old Western Union Railroad, under Superintendent D. A. Olin. He was soon promoted from brakeman to freight conductor in which capacity he ran a freight train between Freeport and Rock Island for nine years. In 1881 he was made a passenger conductor and ran the "Flying Dutchman," between Dubuque and Rock Island for six years; at which time he was transferred to the Kansas City Division, then building, where he assisted in the completion of the construction work and took the first passenger train from Marion to Kansas City.

During recent years Mr. Cross has worked but little, having earned the right to an evening of leisure. He has a beautiful home in Marion, where he enjoys life to the utmost, and where he is glad at any time to see any of his associates.

Gentle Zephyrs From the S. M. West.

J. W. Malone.

The annual Safety First picnic of the S. M. West division was held at Lake Madison Aug. 17, and to say that it was a success would be putting it mildly. Not only every railroad employee of Madison but many from the Second, Third and Fourth divisions and the M. & B. line were present.

Supt. Atkins presided at the meeting and introduced A. W. Smullen of Chicago, chairman of the Safety First committee, who spoke on the topic of Safety First and its far-reaching effects over the system in all lines.

Next Dr. R. S. Westaby, company surgeon, of Madison was introduced, who gave a very

interesting talk on 'Safety First' from a surgeon's standpoint, which was very beneficial to all.

M. J. Larson of the Chicago claim department, spoke on the subject "Prevention of Claims," emphasizing the losses through leaky cars and rough handling of freight. C. H. Dietrich of the claim department spoke along the same lines and clearly demonstrated to the audience the importance of the subject.

The next introduced was a very quaint and pleasing dance, entitled "The Highland Fling," by Misses Eanore McGee and Mary Cochran, which was cleverly executed. At the conclusion of the speeches Attorney Geo. R. Farmer introduced the Broadway Players, who presented a three-act comedy farce, "The Race for a Million," which caused much mirth and was highly appreciated.

The following sports were then indulged in:

Egg and Spoon Race—4 boys, 4 girls competing—Miss Bernice Jones of Sioux Falls first, Miss Ruth Nerdahl second.

Potato Race—Philip Kvenvold first, Leonard Smith second.

Free-for-All 100-Yard Dash—Harry Opie first, Harold Hooval second, Leslie Crow third.

Boys' 50-Yard Dash—Raymond Molumby first, Alva Welling second.

Fat Men's Race—Alfred Halter first, M. Briles second. Had not Conductor Killion turned a somersault he would have won this race by an easy margin.

Women's Race, 50 Yards—Gladys Crabbs first, Bernice Stoltzman second.

Section Men's Race, 100 Yards—P. Albert, Garden City, first; V. Lucas, Ramona, second; Carl Sorenson, Chandler, was barred from this because he had been over-trained by Fred Peterson, Iona Lake, the past few weeks, unloading ties.

Roadmasters' Race, 100 Yards—Crabbs vs. McGee, which was won by McGee, although Bill gave him a good run for the bacon, yet McGee had the advantage of superior training by Coach Davidson.

Conductors' and Engineers' Race—F. W. Killion first, W. S. Larson second.

Tug of War—Firemen vs. brakemen, firemen won while brakemen were checking up the train.

Tug of War—Conductors vs. Engineers, conductors won while engineers were oiling around.

Boat Race—V. Lucas first, A. Halter second; Chris Sorenson's boat sprung a leak and he was compelled to bail water, something he never had to do before on the Madison and Bristol line.

The next was a ball game between the S. M. West and the second division boys from Austin with the following lineup:

Madison, Coppin 2b, Wood cf, Flynn ss, Opie 3b, Letcher p, Demick lf, Farmer 1b, Larson rf, Halter c.

Austin, Kelly 3b, Malone 1b, Thieble cf, Rickard p, Thomas ss, Earp c, O'Marro 2b, Graves lf, Wiegell rf. Score, 7 to 1 favor Madison. While the game contained a few errors it had many strong points. Rickard pitched a splendid game, striking out 14 men but was handicapped by his catcher getting his thumb split in the first inning, but who bravely stuck to his post of duty, disregarding all the rules of "Safety first and the pennant."

Lefty Letcher, Madison star twirler, whom Foreman Sheron had endowed with a quarter's worth of "Slippery elm," was in his finest form and mowed down the opposing batters with the grace of a second Ty Cobb.

The East End boys are a gentlemanly lot of players and we are proud that we were able to enjoy a contest with them in the

world's greatest sport. May we be able to cross bats with them in the future when they are not laboring under their handicaps. And we are sure that although our boys will bring in the pennant, yet they will be given a hard run for the victory.

At the conclusion of the sports the Madison ladies spread a splendid picnic supper for the visitors, which was enhanced by a fine center piece, a large cake, elaborately decorated with flowers and the inscription "Safety First," by Mrs. John O'Brien. The places were decorated with suggestive place-cards, furnished by A. E. Hall, which were very appropriate. While the event is now but a memory, yet the courtesy and spirit of comradeship which was shown amongst all present will bring more closely the ties of co-operation, thereby creating an efficiency which is second to none on the S. M. West.

Dispatchers Berge, Moore and Malone have returned from their vacations and are now busily engaged in storing up the empties for our bountiful harvest.

Agent J. E. Felker and family have been enjoying a month's vacation, relieved by J. Manson at Ramona, one of the old timers at pounding the key.

Agent W. E. Campbell and family of Bryant, are taking in the beauties of the State of Florida, relieved by Frank R. Bloom.

Operator R. C. Stone of Edgerton, was called to Jackson to relieve Operator Marr at that place, due to the illness of Mr. Marr's father. We hope that it is nothing serious.

Agent F. G. Barr at Okabena, is entertaining the boys at "Bachelors' Hall," while Mrs. Barr and children are visiting relatives at Watertown, S. D.

Mrs. Wm. Hughes of Madison, has been very ill the past week. Trust it is not serious.

Roy Wood, relief dispatcher at Madison, has finished the relief work there and returned to Lanesboro.

Adolph Moe, the genial roadmaster's clerk, spent Sunday at Flandreau, visiting his parents.

Engineer Clem Ellingson of Madison, has been off the past few weeks suffering from acute stomach trouble. We hope that Clem will be back on the night run with us soon.

Carl Sorenson, Jr., of Chandler, has been visiting friends at Ramona, the past week.

Agent A. E. Lambert of Chandler, spent Sunday at Forestburg, with friends and future relatives, perhaps.

Horace Roth, former night man at the Madison depot, has accepted the position of roundhouse foreman's clerk at Madison, vice F. C. Rodewalt, resigned.

George Simpson, Jr., has accepted the position of night artillery man at the Madison freight house.

Twin City Terminals.

Ellen Carlson.

Walter Howell, demurrage clerk, Minneapolis, local freight, has just returned from Frisco. He states it was some fair.

Correspondence Clerk Sheldon took a trip to Chicago, Sunday, it is said to schedule games for the Minneapolis bowling team, but he got so engrossed looking at the bathers at Jackson Park that he forgot his mission and came home without any bookings. Better look out for those Pere Marquette boys, Shel.

T. D. Bell, cashier, has just returned from a trip down East. It is said that he spent a good deal of his time at Asbury Beach, walking on the board walk; at least he returned looking better than ever.

Claim Clerk Bentley took a little trip up to the Indian country expecting to stay a week or so, but he says it was so dry up there that he could not stand it and came home sooner than was expected. He did not mention whether pigs were blind at Pine River or not.

Edward Blevin, an old-time Milwaukee railroad clerk at Minneapolis, died last week at Asbury Hospital. His family has our deepest sympathy.



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WHOLESALE

RETAIL

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Wm. Smith, baggage agent, Minneapolis, is confined to his home on account of serious illness. We all hope to see "Billy" back on the job soon.

Mrs. McGuire, wife of Conductor McGuire of the H. & D. Division, is visiting in Seattle.

Frank Detuncq of the Minneapolis baggage room, has gone to Murdock, Minn., to bring his parents to Minneapolis, where they will reside in the future.

F. J. Livingston, accountant at the Twin City transfer, recently made a visit to Big Stone City, Minn.

Geo. A. Coffey, switchman, St. Paul, is visiting at Aberdeen, S. D.

Charles Gee, mail clerk, Minneapolis, recently paid Wabasha a short visit.

The Switchmen held their second annual picnic at Stubbs Bay, and all report having a splendid time.

Since "Hank" Polsfuss left to take in the Panama Exposition, the engineer's office has been lonesome for someone to pick on. He is official German representative in the office, and even the wops no longer hang around his desk.

The Twin City Speedway, located near Fort Snelling, will owe its speed and other good qualities to the engineers in charge, all of whom were recruited from the second track work on the H. & D. Division. Alva Burt worked out the spirals and superelevations for them and several other men from that work executed his ideas. If Barney Oldfield makes a new record the Milwaukee should receive some of the honors.

Coast Division.

Conductor W. S. Johnson, our good natured "Bill," spent a week's vacation camping at American Lake.

Superintendent Richards and wife motored to Sol Duc Springs last week, reporting a very enjoyable trip.

Mrs. H. F. Love, wife of chief timekeeper, has gone east for an extended visit and Love is batching it now.

Brakeman S. A. Tisher is again able to be on his run, after being injured in the Rainier wreck, July 3.

We would like to know why it is that Chief Carpenter Buck is making so many trips to North Puyallup on his motor car. He never did it before the berry season started.

Switchman E. B. Mider's parents and sisters of Ohio are making him a visit. Ed is surely showing them the town, because he forgets to come to work.

Brakeman John Howe is again making his annual visit at Mobile, Ala. It is just the same this time as before, John wants to come back.

Train Baggageman Roy Archer was married last week. No wonder he liked the Mineral run. We never could understand why Roy liked that run, when he might have had the layovers at Tacoma. Congratulations.

O. J. Anderson, pumper at Salsich Junction, was struck by T. E. train No. 1 and died from his injuries the next day. Mr. Anderson had a host of friends on this division and we desire to extend our sympathy to the relatives and friends through the columns of this magazine.

We wonder why Conductor Harry Smith persists in using the pay station telephone booth when there are so many free phones handy. Now, Harry, this is an unnecessary expense and we will promise you we won't listen.

Engineer A. W. Bagley and wife spent a few days at Sol Duc Springs recently.

Below we give you a few items of proof to show that times on Coast division are picking up:

Assistant Chief Clerk W. H. Miller has a new hat.

Chief Timekeeper Love has a hair cut.

A. E. Leib has gained four ounces in one week.

Florence Cooper and Mabel Sandvig have new bathing suits.

Lee Boyd has his face washed.

Mike O'Connor is getting rich gambling on baseball games.

Arthur Beinert has a new family.

R. V. Bement is taking his wife to California.

Ticket Agent G. S. Freestone is smoking two-for-nickel cigars.

Baggageman A. L. Scott has his jacket laundered.

Conductor Harry Smith has a new diamond ring.

Chief Dispatcher Wingate presented superintendent's office with a new drinking cup.

To offset this prosperity, we regret to announce that Chief Clerk Eccles is required to wear his office coat on the streets. However, after he got up town, he noticed none of his friends would recognize him and he was later seen coming back to the office by way of the alleys.

Malden Roundhouse Notes.

H. R. Gates.

Boilermaker Helper Carl Enroth has taken a sixty day leave of absence. Oh, you harvest fields.

Night Machinist E. J. Smith is the proud father of a baby girl, born on July 19. Congratulations are extended.

Fireman Ernest Foreman and Miss Bessie Ramsey, both of Malden, were quietly married in Colfax on July 21. We all extend our heartiest congratulations to Ernest and his bride.

New names on the payroll are Harry Huser and Arthur Smith.

I. & W. N. engines 21 and 22 on the Idaho division were transferred to the Coast division recently. Engineers Hankins and John Little say that there are two more of these engines here that should go to the Coast division also.

Ruhl Reed, machinist helper, and Ingle O'Day, boilermaker helper, spent July 25 and 26 near St. Maries fishing.

Our roundhouse foreman, Mr. Kemp, and family have just returned from a two weeks' vacation on the coast. He took in the fair at San Francisco while on his vacation.

George Mason from the store department in Tacoma was recently here helping us to get our stock books up in good shape again.

Engineer John Crown and family are visiting with relatives in the east.

An Ingersoll-Rand air compressor has been installed at our roundhouse here and Steam Fitter Foreman Chas. Eppert with a force of men are piping her up. Charley is right there with the goods.

Fireman J. A. Drake is laid up with a sore arm. Here is hoping for a speedy recovery.

Pebbles From the Musselshell.

W. F. Maughan.

Traveling Engineer C. A. Brook of the Musselshell is taking a much needed vacation. James Griffiths of Mobridge is looking after the engines while Charlie fishes.

Miss Edith Kern, daughter of Conductor Kern of Miles had a bad fall recently, breaking her arm.

Conductor G. F. Farrow, Brakemen Woods and Spafford are on work train on the middle division.

Foreman Charles Drake is now on the night switch engine at Melstone.

Engineer W. A. Bradford is now on the switch job at Melstone.

Division Foreman J. H. Good of the B. & B. department stopped off at Melstone one day recently, looking after the work of the department.

Claim Agent F. R. Shong of Miles has been over the division recently attending to company business.

Say, you Illinois and Iowa hayseeds, we have wheat in the Musselshell valley that will go forty bushels to the acre. If you think this is hot air ask Conductor Casey.

G. W. Lanning, foreman of the B. & B. crew of the Musselshell has had his gang at Melstone several days the last month. If you think it's fun to be bumped around on a side track, ask Mr. Lanning.

It is reported that Conductor Harry O'Neil, wife and children, were called to Madison, Wis., Aug. 13, on account of the illness of Mrs. O'Neil's mother.

We noticed Superintendent Spencer inspecting the ground for the Melstone Park. Now that Mr. Spencer has taken an interest in it, we will surely have a first-class park, soon.

G. M. McDonald, clerk and caller at the Melstone R. H., was a Miles visitor on one Sunday recently. "Mac" says it was dull down to Miles. Wonder why he thought so?

Operator Beach is holding down a trick at Ingomar.

Dr. R. A. Hedges, the company's surgeon at Melstone, has the Milwaukee spirit and is branching out. He has just put up a nice little building and will have several rooms fitted up for his patients so they will not have to go away from their home town to be cared for. This should be appreciated.

Car Repairer C. A. Wade and wife of Melstone have gone to Washington, D. C., to visit friends for two or three weeks.

Northern Montana Division.

A. M. Maxeiner, agent at Denton, is on ninety days leave of absence. He and Mrs. Maxeiner spent a few days in Great Falls and from there went to the exposition.

Yardmaster R. H. Hill has been enjoying a visit from his mother and sister of Rockford, Ill.

C. Y. Zirkle, cashier at Great Falls, and family returned from a month's vacation spent at the old home in Grayson, Mo. Zeke says Montana looks better to him each time he returns and there is sufficient reason, too, in the samples of grain he is displaying and which he claims to have gathered from his ranch near Judith Gap. He anticipates some trouble in finding room for the shocks at harvest time.

J. J. Earley, agent at Highwood, spent a couple of days in Great Falls. He says the grain around Highwood is so high that the station is in the shade with the exception of a couple of hours at midday. That sounds like a good grain report and had it originated with anyone besides an agent, there might be some who would believe only a part of the statement, but no one can doubt the veracity of a Milwaukee agent.

Conductor J. W. Drake and family have moved to Lewistown from Great Falls as he is now on the Grass Range run. Conductor Harnack has the Harlowton-Great Falls run and Conductor Murdock will hold the Roy and Winifred run until J. A. Rawls returns from his trip.

Brakeman A. H. Davis was called to Chicago by the death of his uncle. He was accompanied by his niece, Miss Grace Lewis. E. W. Hosmer is Conductor Dwire's right-hand man during Brakeman Davis' absence.

E. S. Chamberlain, roundhouse foreman at Lewistown, enjoyed a visit from his father, who is the oldest engineer on the C. & M. division.

After Aug. 21 the trainmen of the Northern Montana division will have a separate seniority list.

Lewistown presented a decidedly gala appearance with the elaborate decorations and its throngs of people, called forth by the conventions of the Elks, Sons of Hermann and the Firemen. Special trains arrived during the night of the 15th and the air was filled with music until the wee small hours. The week was one long to be remembered. One block was set aside for the open-air cabaret and the Missoula Minstrels entertained the crowds. The evergreens set along both sides of the street made a very pleasing decoration.

H. W. Barnard, agent at Garneill, and wife expect to visit in Osakis, Minn., and other points east.

H. B. Rivers, chief clerk in Chief Carpenter's office, enjoyed a ten days' vacation during which time some people say he proved his good luck as a fisherman, although we have heard that he didn't get much except—back.

Agent E. M. Stablein made the trip from Sumatra to Great Falls in his car. With the exception of two breakdowns and a series of minor accidents, he reached his destination only a few days behind the schedule.

While we were in the midst of the merry-making during the Elks' convention we saw several of our old friends; among them being Train Dispatcher Geo. Hayden, Conductor "Smoke" Welch, "Doc" Byrne and Conductor Tom Sackett.

W. L. Ignatius, clerk in the office of D. F. & P. A. Scanlan, says there's a new daddy in town. He is rejoicing over the arrival of a fine boy.

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

J. T. Raymond.

Agent B. C. Snyder of Paralta is laying off on account of being ill; J. D. Myers relieving.

Relief Operator Ellis Owen, who has been working at East Marion yard, visited with relatives at Bagley, Wis.

Following appointments have been made recently: J. V. Mullen agent, Maxwell; L. J. Miller, agent, Springville; L. A. Kell, agent, Wheatland; G. L. Ireland, agent, Delhi; M. Warner, agent, Dunbar; T. L. Howlett, second trick, Capron; L. S. Dove, third, West Marion yard; L. A. Patten, second trick, Indian Creek; B. F. Haffner, second trick, Sabula.

Operator L. E. Mouser has resumed work as first trick, and Marl Marchant, as second trick, at East Marion yard.

W. K. Saunders of Marion enjoyed a brief vacation visiting in Chicago.

Mr. and Mrs. M. P. Reynolds and three children visited in Marion with relatives. Mr. Reynolds, who is chairman of the O. R. C. on the coast extension, went on to Chicago for a few days on business.

Dispatcher J. W. Held has returned from his vacation, visiting relatives in Milwaukee.

Agent H. L. Steen of Delmar Junction was away visiting for a few days.

Conductor Charles Golden on the Dubuque & Nahant run was off duty for a week.

Conductor J. Dignan visited his son at Salt Lake City for two weeks.

Dispatcher James Keenan of Perry visited in Marion, his sister, Miss Margaret, accompanying him. They expect to make Perry their home in the near future.

Conductor S. G. Lund was away for two weeks on a pleasure trip in Montana.

Baggageman George Glover was off for a few days visiting his daughter in Chicago. Brakeman Wohlrabe acting as baggageman and H. J. Rowe as brakeman on runs 9 and 30.

Baggageman H. E. Deischer off for a trip through Kansas and other southern states; K. T. Kendall acting as baggageman and H. E. Tech as brakeman on runs 31 and 32.

Engineer David Gordon was present and superintended the reconstruction of engine 523 before she went back on runs 23 and 24.

Conductor Lafferty, Brakemen Greene and Marchant and Engineer Burrows are burning the weeds on the Calmar and Davenport lines.

Brakeman B. F. Pulley was away for ten days Edw. Zak relieving on runs 9 and 97.

Conductor W. Pulley has taken runs 95 and 96 between Marion and Calmar. W. Kelly has taken the stone train.

Engineer George Greene, the oldest engineer in service west of the Mississippi River, called on us recently.

Brakeman C. R. Williams with Conductor Rehbock on work train off for a few days. Brakeman Edw. Zak relieving.

Conductor George Vantassel made a trip to Chicago recently with Shriners special and ran Union Insurance special, Chicago to Marion.

Conductor Thomas Nevins had ten days' vacation; O. E. Torrence relieving on numbers 9 and 30.

Miss Myrtle Campbell was off a few weeks enjoying her annual vacation; Bertha Burt acting as record clerk.

Fireman Harry Hummel and Brakeman P. Hendricks were injured at Sabula Junction August 19, but not seriously, it is probable, and we hope that both of them will be around again by the time this item is published.

Operator R. L. Taylor and wife visited with friends at Lake Minnetonka.

Agent H. E. Ramsey of Oxford Junction enjoyed a nice vacation, taking in Coney Island and other Eastern points; C. A. Keil acting as relief agent.

Agent F. N. Rathbun was called to Waterloo on account of his son, who is a motorman on the W. C. F. & N. line, being seriously injured. J. D. Meyers worked in Mr. Rathbun's place at Elk River Junction while he was away.

Items From the S., C. & D. Division.

B. A. Mantley.

C. E. Corcoran, chief dispatcher, went to Chicago for a few days and will spend the rest of his vacation in Denver. He will return to work about August 1. First Trick Dispatcher E. Gilbertson is relieving.

Engine Foreman C. E. Broderick went to Lake Andes on his vacation. He promised to bring us each a fish when he returns.

Sam James, operator at the Sioux City yard, is on his vacation.

Otto Beerman, trick dispatcher at Dubuque, paid us a short visit.

M. F. Smith, District M. M., and wife were here visiting July 19.

M. M. Noonan and his two sons left for Philip, S. D., to visit friends and relatives.

The Misses Gladys and Esther Reeves, expense clerks, made their weekly trip to Sioux Falls.

Miss Mable Mason, stenographer at the freight house, has left for Meckling.

F. S. Schafstall, Homer Long and H. Muselman, clerks at the freight house, have all gone to Billings.

H. L. Steen, yardmaster, has been in Nebraska, for two weeks.

We understand that E. Gilbertson, first trick dispatcher, has been married recently, but we have no evidence of it in the way of candy and cigars, but from some outside hearsay, we understand it is true.

Conductors J. P. and Leon Bicknell and wives are leaving soon for Kootnai and Sand Point, Wash.

Miss Clara Mickelson, the blonde "steno" from Sioux Falls, is leaving about August 1, for a trip to the coast. She will attend the Exposition and other points of interest.

W. Givens, trick dispatcher, has been relieving the other dispatchers while they have been taking their vacations.

Superintendent L. B. Beardsley and C. N. Curtis made an inspection trip over the Western Division recently.

Mrs. E. R. Case, wife of Engineer E. R. Case, and daughter Edna, are taking a trip to the coast.

Times are very busy on the Western Division on account of graveling about fifty-five miles of track between Sioux Falls and Elk Point. We are using the steam shovel at Fairview pit, and several crews.

Trainmaster A. Esse's daughter, who has been ill, is reported to be improving.

Chief Caller Roy Goodell was up at Madison blocking the trains during the Chautauqua. Good for Roy. He is the guy that put the "Good" in Goodell. He is also doing other work during the scarcity of operators.

On June 30, a combined Safety First and Proper Handling of Freight meeting was held at Sioux City, with an attendance of about forty-five. This was considered very good on account of the rainy evening. C. H. Dietrich, assistant freight claim agent, and M. J. Larson of Chicago, attended.

General Foreman C. A. Beebe's trips to Sioux Falls are far and few between as the snake charmer, who was with a circus there has left that place.

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Are the few dollars saved regularly in the past year going to take you somewhere this summer where "change of scene and ozone" will equip you for a successful year ahead?

Or will you be forced to stay at home?

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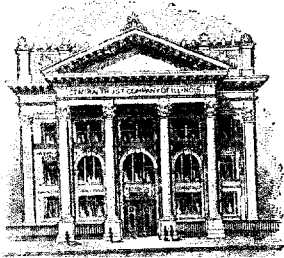
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H. L. Hoskins, assistant clerk in superintendent's office, went to Sioux Falls with Trainmaster Esse last Sunday to watch them load the carnival. He says he played "Rummy" in the privilege car and lost \$1.75, which, of course, paid them fully for the "Comps" they so generously gave him to see the show.

Kansas City Division Items.

F. R. Moore.

P. L. Markey, agent at Cedar Rapids, took a coast trip last month.

C. L. Sherwood, city passenger agent at Cedar Rapids, is on his annual summer vacation.

P. H. Fluck, agent at North English, is making the Grand Pacific tour.

P. L. Hayes, train dispatcher at Spokane, Wash., formerly a K. C. Division employe, visited friends in Ottumwa and vicinity recently.

H. Collins, roundhouse foreman at Ottumwa Junction, has returned to his duties after his summer vacation.

Passenger Conductor J. Cunningham is taking his annual vacation and harvesting his crop of peaches in Southern Missouri.

Conductor A. A. Floyd, who has been ill for several months is reported improving and expects to be back to work soon.

Passenger Conductor H. J. Russell has moved from Kansas City to Ottumwa.

S. J. O'Gar, general foreman at Ottumwa Junction, spent last week in Davenport, overseeing alterations and repairs to power.

Engineer H. Kimbel is now running a passenger train between Cedar Rapids and Ottumwa, in place of Engineer McNamara, who has been transferred to the East Division.

Engineer J. T. Sweeney, poet laureate of the West K. C. Division, is enjoying his vacation.

Operator A. C. English has been appointed second telegrapher at Washington, relieving O. W. Schendell, who has been transferred to Cone.

Watermelons are reported not ripe until about September 1. This will be a sore disappointment to the East Division train and enginemen.

Conductor Henry Steinbeck made his initial trip as a passenger conductor July 3, 1915. His many friends were on hand to congratulate him on having attained this stage in his distinguished career.

J. L. Wright, operator and extra train dispatcher at Ottumwa Junction, has a brand new baby girl at his house. He has not named her yet, but has decided to put it up to a vote of the readers of the Magazine.

Switchman Wm. Ellenberger, who lost his leg in an accident at Ottumwa Junction, recently, has returned home. He is getting along fine and still looks on the sunny side of life.

Mrs. T. M. Sowder, mother of Superintendent's Chief Clerk Jno. W. Sowder and Passenger Brakeman J. C. Sowder, died at Harris, Mo., July 4. They have the sympathy of the entire force.

H. E. Cross, general yardmaster at Ottumwa Junction, took in the Yardmasters' Convention at Seattle.

Operator J. L. Wright of the dispatcher's office, is the proud father of a baby girl, who made her appearance July 1.

J. A. Perry, operator at Bidwell, is in Quincy and Hannibal, enjoying the boat races.

Roadmaster A. H. Hobart of the West K. C. Division, has been called to Wisconsin on account of the serious illness of his mother.

Operator A. C. English has been transferred to Washington, Iowa. H. G. Richardson succeeds Mr. English at Sigourney.

Conductor Ed. Hagerty is enjoying a trip through the Northwest.

Jottings From the Trans-Missouri (East).

J. B. Duvall.

The August number of the Milwaukee Magazine arrived today, and in reviewing it, one can not help being impressed with the many

items of interest contained therein, and can realize that it is true that the Milwaukee System is one big family. It is with some chagrin that we note the absence of items from the Trans-Missouri Division, and more especially from McIntosh Terminal and Station.

I have been asked by several to write such items as may come to my notice for this wonderful little magazine, but not being a journalist I have not made the necessary effort. My good friend, Engineer Avery Gibson, has promised to lend me his material and moral support in this undertaking and which I gladly accept with the feeling that with such backing we can not lose, and if we are fortunate enough to get by the Editor, we will endeavor to come again.

The weather for the past week has been ideal for the harvesting of the large crops of grain in the vicinity and farmers are working overtime taking advantage of the opportunity. This does not apparently appeal to the Weary Willie who has been so numerous about town and yards, and whose interest in the welfare of this great country ceases when his belt has been extended by the hospitality of the kindly housewife who answers his call and appeal at the back door of her kitchen.

The McIntosh yard having been taken from the road men and made into a regular switch yard, the following persons have been appointed to service in the yard: Engine Foreman, R. B. West, assisted by Helpers G. C. Daniels and W. L. Gerbing, with Engineer S. W. Hull and Fireman George H. Smith. Agent J. B. Duvall has been appointed yardmaster and will handle that in connection with his duties as agent.

Fireman John Klein has returned to Moberg, after spending some time relieving on the yard switch engine. John is a very popular young man and we will be glad to welcome him to our city again in the future.

Mrs. Anderson, wife of Roundhouse Foreman W. M. Anderson, is visiting with friends at their old home in Ogden, and will not return until later in the summer. Will says he is getting most awful tired of batching, although he has developed into a chef of the first class.

Engine Dispatcher M. L. Farr and wife returned today from Madrid, Iowa, where they were called by the death of Mr. Farr's mother. The railroad bunch extend to them their heartfelt sympathies in this loss.

Coal Dock Foreman Thomas Collins spent a few hours out on his ranch a few days ago, and said he was looking after the harvesting of his large crop of grain, but we have it from reliable sources that there were other attractions that appealed to Tom's watchful eye.

Engine Foreman West and Helper Gerbing were most agreeably surprised last Sunday by a visit from their lady friends, who came over from Moberg, to spend the afternoon with them.

Conductor J. R. Trendley, who was for some time assigned to the McIntosh yard, and who lately was in service on the West End, has been assigned to work train service on the Faith line. Joe says it don't matter now where he ties up, as Mrs. Trendley has moved out on their ranch south of town. Joe just recently filed on a half section of land, and has made some wonderful improvements in the short time since: has put up considerable amount of fence, built an up-to-date modern house, acquired several head of cattle and horses. Of course, we do not mean to infer that Joe obtained these latter assets in the old primitive western way, but bought them with real hard-earned money.

First Trick Operator Steve W. Fuller spent Sunday with friends gathering bull berries in the vicinity of Hump Creek Valley. Among other things that Steve brought home, was an extraordinary large rattle snake, whose hide is being tanned and prepared as a souvenir of the occasion.

It is with a great deal of satisfaction that the many friends of Engineer Avery Gibson have noted his appointment to the important position of city marshal for the City of Marmarth; this in addition to his regular duties as engineer between McIntosh and Marmarth. We can not but feel that the good people of our neighboring city have made a wise choice in this regard.

Conductor and Mrs. E. W. Ogden arrived on No. 17 today from Renville, Minn., where they have been visiting with Mrs. Ogden's parents.

The item of news in the last issue of the Magazine with reference to the pies turned out by Mrs. Anderson, wife of Manager H. H. Anderson of the local Inter-State lunch room, has created such favorable comment that Mr. Anderson has found it necessary to employ additional help to fill the calls for those delicious goods.

Third Trick Operator Miss Florence M. Holmes has asked for a few days' vacation, during which time she expects to visit with friends and relatives in Mobridge.

Live Stock Agent Chas. Long was a caller in this city yesterday, looking after the putting up of hay for the various feeding yards on our line. He found an abundance of hay and made arrangements for the harvesting and baling of a necessary supply, which will later be shipped out as demands require.

East Prairie Du Chien Division Notes.

Margaret Murphy.

Brakemen R. Ford and E. Devereaux spent Sunday visiting friends at Waukesha.

Brakeman George Horr is back to work after being confined a month to his home account of illness.

Engineer T. Kelly visited friends at Milwaukee. Engineer T. Goggin took his run during his absence.

Brakeman Chas. Knight visited friends at Waukesha and Whitewater.

Brakeman Chas. Horr is working on extra freights now; Brakeman J. Knudson has the job with the switch crew.

The district carpenters are working at Waukesha, remodeling the freight office. They have built a new addition to the freight platform and put a new window in Roadmaster Murphy's office.

Operator E. Sloan is taking a vacation. Operator Fay is on the job during his absence.

Fireman Sage of the Northern Division made a through trip with the local freight recently.

Operator J. Derivan is back to work after a 30-day vacation. He reports having a very enjoyable time fishing at Fox Lake, Wis. He also attended the auto races at Chicago, Ill.

Brakeman George Horr and Flagman Will Horr, spent Sunday fishing at Pewaukee Lake.

Brakeman John Knee has the spotting job at Sinclair Pit. Brakeman F. Hardy is working on extras.

Firemen Herman and John Marsh and Brakemen J. Knee and J. Knudson, took in the sights at Waukesha Beach.

Conductor R. Homewood was braking with the local freight a few days.

Miss Anna Mae Tomlinson, daughter of Section Foreman R. Tomlinson, Stoughton, was the guest of friends at Beaver Dam, Wis.

Some of our Brakemen wish Sted would publish a recipe for raising mustaches.

Section Foreman J. Quirk Middleton spent Sunday visiting relatives at Arena, Wis.

Engineer T. Goggin and Fireman J. McCarthy took a trip from Milwaukee to Waukesha in Tom's automobile. Tom was able to be at work Monday morning, however.

Mrs. J. Lawless, wife of Agent J. Lawless, and children, of Waukesha, visited friends at Prairie Du Chien, Wis.

Section Foreman R. Tomlinson and wife, of Stoughton, visited relatives at Wauwatosa, Wis.

John Casey of Flint, Mich., formerly roadmaster's clerk, was a caller at Roadmaster Murphy's office.

Conductor T. Fuller attended the Woodmen's convention at Racine, Wis.

Mrs. M. Demmit, wife of roundhouse utility man, spent Sunday at Holy Hill, near Hartford, Wis.

We don't see Engineer M. McCarthy any more, he must be taking his annual vacation.

Conductor J. Chrystal and crew, consisting of Engineer P. Connelly, Fireman F. Zunker, Brakemen Perriago and Davis, are busy every day hauling gravel from the Sinclair Pit to Milwaukee Terminals. Conductor E. Wheeler, Engineer J. O'Keefe, Fireman C. Pepper, Brakemen J. Knee and T. Fuller, are kept busy on the spotting job.

Roadmaster J. Murphy has a Fairmont weeding machine, with which he is weeding out the tracks on the division.

Lawrence Carpenter is the new section foreman at Palmyra, Wis.

Timekeeper L. Flint, spent Sunday visiting friends at Milwaukee.

Several section laborers were quite badly injured when the motor car on which they were riding jumped the track at Mazamanie, Wis.

Fence Gang Foreman T. Perry and men are repairing the right-of-way fences at Edgerton.

Miss Mae and Winifred Devereaux, daughters of Pumper M. Devereaux, spent a week camping at Pewaukee Lake.

Mrs. A. Smith, our genial gatetender at Waukesha, had an enjoyable automobile trip to Genesee and other points.

Brakeman Carl Riely from the West End is braking with the local freight crew.

We hear real often of Engineer T. Dempsey and Conductor T. Fuller going fishing, but it seems they don't have any "tales" to their fishes.

Conductor E. Deards is as busy as ever on the local freight.

Mr. Micka of Janesville, Wis., is the new bill clerk at the Waukesha freight office.

Brakeman L. Carney is contemplating a ten-day trip around the Waupaca Lakes.

Engineer J. Allemann is back on the job after an enjoyable vacation.

Mrs. H. Radtke, wife of Section Foreman H. Radtke, Waukesha, was called to La Crosse, Wis., by the death of her sister.

Bill Clerk J. Hawtins and wife attended the Woodmen's Ball at the Colonial Hall, Milwaukee.

The wedding bells that were ringing on May 17th, for Henry Testal, baggage man at West Madison, and Miss Louise Bergerson of Stoughton, did not reach the correspondent's ears earlier. However, it's not too late for congratulations and good wishes of The Magazine. The young couple spent their honeymoon at Lake Kegonsa.

La Crosse Division Doings.

Guy E. Sampson.

Miss Kitty Madden, our roadmaster's entire office force, has been on the sick list, but is again attending to her duties at the office.

Friends of Engineer M. Whooly, whom they all knew was visiting in South Dakota, were much surprised and grieved to learn that he had been badly injured in a wreck while riding as a passenger on another road.

Brakeman Harrold Sullivan, while braking as rear man for Conductor R. W. Moran, recently saw a man lying on the opposite main track and at once stopped the train. He and Mr. Moran hastened back to ascertain whether the man was alive or if he were another victim of the curse of railway trespassing. They found the man alive, but so full of liquor that he no doubt thought he was in his own linen sheets, when in reality he had laid in the center of the track using one of the rails as a pillow. Why are railroad men in favor of a strict law prohibiting train and track trespassing? Yes, why?

Montana stock trains have begun coming, so we expect a fair business for a couple of months. The scheduled time for Montana stock trains is eight hours from La Crosse to Milwaukee. Each and every train and engine employe is anxious to do all in his power to make the time; yard men are doing their best to get the trains through the terminals, and

if they are not over-loaded with tonnage, all concerned are willing to guarantee a bunch of satisfied stockmen while on the La Crosse Division.

Conductor Jerry Lynam was called to Elroy recently by the illness of his mother. He reports her improving, however, when he returned to work.

Mrs. Leslie, wife of Conductor Wm. Leslie, of Portage, is still in poor health and continues taking treatments at the hospital in Milwaukee.

Our passenger conductors who were on their summer vacations have returned to work, and the extra passenger conductors are again riding in "The little red caboose behind—85 long."

Fireman Fred Elliot and family spent a week this month visiting in Minnesota.

Miss Verena Breuer, daughter of Engineer Geo. Breuer of North La Crosse, spent several weeks visiting in the eastern part of the state.

Conductor Fred Flanders of Portage was recently called to his old home in Northern Wisconsin by the death of his mother. The sympathy of all employes is extended to the bereaved ones.

Engineer Chas. Dulica has been "keepin' batch" at home a couple of weeks while Mrs. Dulica and children were visiting in Aberdeen and Minneapolis.

Engineer E. Schneider was laid up a few days at home in Portage suffering from rheumatism.

Passenger Conductor T. Holbrook was recently called East by the illness of his sister.

Circus trains and soldier specials together with our regular business, has kept La Crosse Division boys moving quite lively of late.

Conductor H. B. Martin has purchased a lot on Rose street in La Crosse, and carpenters are busy putting up a fine dwelling. Harry's friends are wondering who will occupy it; but Harry says, "just wait and see, and don't tell anybody until you find out yourself." Harry can keep a secret all right.

Fred Washburn, wire chief from Malden, Wash., is visiting relatives and friends at Portage. Always glad to welcome any of the old time La Crosse Division employes back home.

Engineer Carl Bloom of Portage is spending the month at the Frisco Fair. As Carl is going one route and return another his friends feel sure he is looking over the ground in view of selecting the best for an important trip, which they feel sure he contemplates taking later.

While fireman was taking water at East Rio, brakeman F. Williams, as usual, started back to inspect the train and found sand board down on St. P. 102145. The habit of close train inspection is sure one that will save many a wreck.

H. L. Steen, agent at Delmar Jct., C. & C. B. Iowa Division, formerly a La Crosse boy, stopped off between trains August 18th, at La Crosse.

Our trainmaster, D. E. Rossiter, would sure be benefited if the 16-hour law could be made applicable to railroad officials, as on account of the many passenger specials he is kept on the go continually.

Abe Hodge, baggageman at East Madison, accompanied by his wife, spent a week with his mother and sister at their home at New Lisbon.

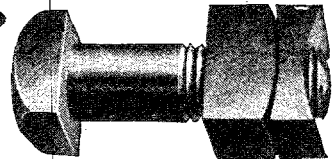
Some of our La Crosse Division employes who have managed in some way (not yet learned by the majority of us) to save some of their salary, took a trip to Northern Wisconsin with a view of purchasing a 10,000-acre piece of land. Perhaps Jerry Lynam can give us something for publication when the boys return.

Albert Steinbach, second trick operator at Camp Douglas, accompanied by his family spent his vacation this month visiting relatives at Wauzeka and Prairie du Chien.

Passenger Conductors R. Shackley and I. B. Miller are taking a short vacation. Conductors Brown and Daniels are running in their places.

Write It Right!

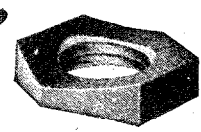
"Boss Lock Nuts"



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

RAILWAY EXCHANGE, CHICAGO

I. & W. N. Notes.

V. B. R.

"T. P." many thanks. Here's hopin' you get to be "one" before many moons. By the bye, how far will you go with that good time?

Geo. Pyette, from the Tacoma stores, graced our fair village with his smiling countenance during July, and incidentally helped us over some of the rough spots on our various reports.

The new box factory at Spirit Lake, commenced operations the first of August. Hurrah! Every lil' bit added to ———.

The Shriners of Spokane held their annual picnic at Spirit Lake, August 21. Full particulars in next month's issue.

Didja ever go fishin' with a bunch from Tacoma, and be out of both kinds of bait (literally and figuratively speaking) at the same time?

Harvey Snyder and M. S. Adams of the Tacoma Mechanical Department, paid us a short visit during August, and helped remove 98 per cent of the fish from Blanchard Creek. E. C. Eoyer, car inspector, and the writer, accompanied them on the fishing expedition, and believe me, we had some time, and caught some fish.

Adams says Blanchard Creek is the first place he ever fished where he had to climb a tree to get the fish after landing them. Adams also says that a "yellow-jacket" will remain indifferent to you, if you remain indifferent towards the "yellow jacket." He failed to prove this assertion, however.

Mark Twain, O. Henry, Ty Cobb, et. al., ain't got nawthin' on Adams when it comes to bein' real hoomerous. He told one that went something like this: "There was a lady in Tacoma once, who had the misfortune to be severely injured in a street car accident, and the doctor who attended her——" Oh, pshaw, what's the use? You fellows in Tacoma ask Snyder about it, maybe he remembers it—we don't.

The fourth word in the first line of your last paragraph in the August issue, "T. P." should have been spelt R-A-I-N-S. Ouch, seventh inning.

Miss Emma Wendl of Leavenworth, Wash., has been visiting with her sister, Mrs. F. Jaeger for the past two months. Mr. Jaeger is our industrious warehouseman, baggageman, expressman, call boy, etc., at Spirit Lake. A thousand pardons, Herr Jaeger, for not recording the item ere this.

What's the matter with that Marion calf? We missed it in August. And after getting "T. P." all riled up about it, too.

A new summer train has been installed on the I. & W. N. for the accommodation of the week-end pleasure seekers. Conductors on these trains report handling a capacity crowd each trip.

Up an' at 'em, Josephine. Swat the fly. Merciful tanglefoot—what chance has Cupid (Koch) got with those terminal girls, any way? Poor lil' Cupid.

Jack Frazier spent one evening all alone last month. This fact is well worth recording.

Bang! Did you see what Kratsch said about our suit in last month's issue. Nevertheless we are going to wear that self-same suit to the correspondent's convention, come what may. Keep your eye on us, Kratsch, and see what a time we have keeping the women folks away from us.

Three whole columns from Miss Eckman in August. Great "Scott." Ruby, howdye "Gate" it all? I have a "Helen Monroe" of a time wakin' 'em up on this "Pike."

We had the pleasure of entertaining Messrs. Miller and Kratschmer from the Tacoma Stores, during July. As a result we have been besieged with queries from the fair sex of our village as to cognomens, place of habitation, benedicts or bachelors, etc. Come again, fellows, you're IN GOOD.

Rathdrum, Ida., August 14, 1915.

After having read the August Magazine and "seein'" as you have put it up to me to get 25 (busy) I will try and come through. The

trouble with most of us who have never written anything for publication feel like what we send in will be out of place, but here goes, and if it gets by the waste basket, all right.

Rathdrum, the first town proper on the I. & W. N. out of Spokane, has been conceded by people who have been all over the west to be situated almost ideally for a beauty spot to live in. King Mountain, which throws its shadow over the town 4,970 feet high, is high enough for anyone wanting to get close to a mountain and away from the flatness of Mother Earth. Mrs. Hart declares it is about 14,000,000 feet high, and as she has been up there several times, she ought to know. Although the town is a pioneer town and the streets are not laid out with as much system as the newer towns in the West, it ranks very high in the amount of cement sidewalks for the population of the place. It has some of the finest automobile roads in the northwest, being on the direct road from Spokane to Twin Lakes, Sand Point and Lake Pend Oreille. We are like the town of Blanchard, we are noted for some things, viz.: automobiles, pretty young ladies, good water, good schools, and did I hear someone say a good band? Yes, fairly good for an amateur organization. (Note—Hart is the leader of the latter notable item.)

The Continental Oil Co., of Butte, Mont., has a branch here and ship small orders of gasoline and its products to a great many places for the use of those who possess the twentieth century mode of conveyance.

This place is a competitive point with the Northern Pacific, it being on the main line between St. Paul and Seattle, Wash., and while they have four trains a day to our one, still we manage to get some of the traffic, as the Milwaukee spirt has certainly proven that when a good line like ours comes into a community, there are always people who wish to ride on our trains in preference to the other line, even if it is on the main line. (Three cheers and a tiger.)

J. Nelson, our foreman on section No. 1, has recently purchased a new Fairmont gasoline engine for use on his handcar between here and Grand Junction, and he now ranks with the rest of the Ford owners, and when he comes around you can't distinguish from the odor whether he runs a gasoline handcar or a Winton Six.

Will conclude by saying that everyone here thinks Rathdrum is a good town to come to and a good place to live in, and if any of the Milwaukee employes come this way we shall do our best to show them around. I shall now hike to the pumphouse and have another session with the gasoline engine that (sometimes) pumps water into the tank out of the irrigation ditch when the gravity line goes dry.

F. G. HART, Agent.

Agents on the I. & W. N. will note that we have had descriptive copy from three of our stations, and we would like to hear from the rest of you. Get busy, Archie; surely something happens around Metaline once in a while. Again we beg you for one of your famous cartoons.

We expect to find out where Harry Hook spends his Saturday evenings and Sundays in Spokane. Watch next month's notes.

Brakeman C. B. Tam with his mother, Mrs. Sarah Tam of Des Moines returned the middle part of last month from Riceville, Mont., where they visited relatives and friends.

The wife of Operator L. E. Jefferies of Jefferson, Ia., left the latter part of last month to visit at Conway, N. D.

Miss Joyce L. Hakes and Master Thurston D. Hakes, children of Train Dispatcher A. W. Hakes, Des Moines, left last month to visit relatives at Atlanta, Mo.

Brakeman P. H. Barker of Des Moines was on a several days' forced lay-off last month on account of having sprained his left instep while switching at Spirit Lake, Ia., by stepping on a pile of loose boards lying on the ground. "Safety First." Look where you step.

Des Moines Division Notes.*Libbie A. Garber.*

Train Baggage-man C. E. Lake with his wife, is spending his vacation at Clinton, Iowa, visiting his parents.

Brakeman O. C. Stevens and Miss Martha Munson of Des Moines, were quietly married at Adel, Iowa, on August 4. Congratulations.

Wife of Agent M. L. Fitzpatrick and son Maurice of Lohrville, Iowa, are visiting the former's parents at Freemont, Michigan.

Conductor G. W. Moore and family motored in his Ford from Perry to Blainstown, Iowa, for a few days' visit with friends, the fore part of last month. They returned to Perry via the same route.

Conductor J. S. Flynn and wife were among the harvest gang on Conductor O'Laughlin's farm recently.

Car Repairer A. E. Eyres and wife of Rockwell City, were called to Linden, Iowa, July 25, to attend the funeral of their niece, Mrs. Earl Pittsenburger, who died in Colorado on July 22.

The wife of Engineer Geo. Hutson, and daughter Lavaune of Des Moines, Iowa, left the latter part of July for an extended visit at Stanberry, Mo.

The wife of Section Foreman L. E. Chrisman, daughter Letha and mother Mrs. M. J. Chrisman are visiting relatives at Brainerd, Minn.

Engineer Harry J. Rigg is seriously ill with diabetes. It is hoped by all that he has a speedy recovery and is on the job again.

Mrs. O. Chambers, wife of Brakeman Chambers, Rockwell City, Iowa, is visiting at Moulton, Iowa.

The wife of Section Foreman F. A. Sturdevant of Madrid, Iowa, accompanied by her children Fairie and Ray left the fore part of last month for Cement, Okla., where she will visit relatives for about a month.

Engineer R. Frazier made a short visit at Hunter, Mo., last month.

The wife of Lineman B. Stuber and daughter Beulah are visiting friends at Gage, Mont.

Miss Ruth Edson, daughter of Superintendent R. P. Edson, left the latter part of July for an extended visit with her sister, Mrs. J. M. Williamson, at Shelby, Mont. She will also take a trip through the Glacier National Park.

The Misses Ella and Ruth, daughters of Section Foreman W. C. Lorence of Lohrville, Iowa, are visiting relatives at Alexandria, Minn.

Mrs. H. E. Ziebell, wife of Conductor Ziebell, of Des Moines, left the latter part of last month for a visit with relatives at Omaha, Neb.

Agent D. Rundberg and wife of Yale, Iowa, resumed duties the fore part of last month after a short visit with the latter's brother, Dr. H. N. Anderson at Woodbine, and his sisters and brothers at Ogden, Iowa. Relief Agent A. F. Larson had charge of the station during his absence.

The wife of Fireman L. A. Reaves and sons Melvin, Kenneth and George, just returned from an extended visit with relatives and friends at Houston, Tex.

Fireman J. W. Tilley recently returned from Hunter, Mo., where he visited relatives for a short time.

Conductor M. A. Deer and wife left the fore part of August for an extended visit at Delta, Colo.

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

Operator Ginaine, Elkhorn, spent the day with his parents, at Dover, August 15.

Foreman Kempter, B. & B. department, was at Elkhorn several days the past month inspecting scales and admiring his own handiwork on the "best depot on the line."

Miss Josie Zerene, Savanna Yard office, was a Milwaukee visitor August 8.

Born, to Lineman and Mrs. H. H. Spear, Beloit, August 1, a girl.

Conductor D. McCarty went to Milwaukee, July 29, for a visit with the family.

Conductor Stiles was called to Rockton, July 28, by the death of his sister.



Look for **SHIRLEY** on this buckle when you buy suspenders—if it's there you're sure of getting the kind you've learned to trust—

Shirley President Suspenders

50¢

The red-striped SHIRLEY ticket guarantees you satisfaction or money back

For 17 years the choice of three million men who want freedom, ease, service, and style in suspenders. SHIRLEY Presidents are the original free-shoulder suspenders. They leave you free for work or play, give solid comfort and outlast all others.

Imitated now but far from equalled—protect yourself—it's easy. Just look for SHIRLEY on the buckles. It's on the red-striped "satisfaction-or-money-back" ticket, too. Be safe.

Remember SHIRLEY

PRESIDENT SUSPENDER CO. SHIRLEY, MASS.

Savings Depositors

at the Merchants National Bank 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

Inter-State Co. Items

Mrs. B. C. Howell of Portage, has returned from the East, where she was called to attend the funeral of her mother.

Miss Nellie Thompson, the popular waitress at Milwaukee, was obliged to give up her work on account of ill health.

L. L. Hall, manager of the Yates Center hotel and eating house, is a Milwaukee visitor.

A. A. Barling, our hustling superintendent, has just returned home from a six weeks' trip to the West End, and reports much improvement in business.

Conditions on the East End are improving by leaps and bounds, all managers showing better business.

Work on many needed improvements at Portage, will soon be started, and when completed will be as good as any on the line.

We wonder why the writer of the La Crosse Division notes is so anxious about our New Lisbon house. The reason we have nothing to say about it, is that there is nothing to say, as everything is kept under cover, although we kind of suspect there may be some news in the near future.

The new Vernon has made some hit.

General Manager P. H. Estes was our guest at Milwaukee, and expressed himself as being very well pleased with the appearance and service here.

Manager Taylor at Mitchell, reports two new restaurants in his town. He should worry—with the new dishes he puts out, no one will leave him. We like competition, to show what can be done.

Fish cakes are in season now. Everyone is pleased with this year's crop.

Mr. and Mrs. Daniels, managers at Canton, are on their second year's service with this company at that place. Canton is a busy junction point, and is situated in "The Bananna Belt" of South Dakota.

The writer thinks "The Watch Dog of the Milwaukee Treasury" is located in one of the small towns on this division.

One of our managers was "stung" by having an employment office send him a cook with a wooden leg. He says that mashed potato joke isn't all there is to it, in a busy place like his.

Mr. and Mrs. Rose, managers at Mason City, are showing good results with that place, and are going to make that their home this winter.

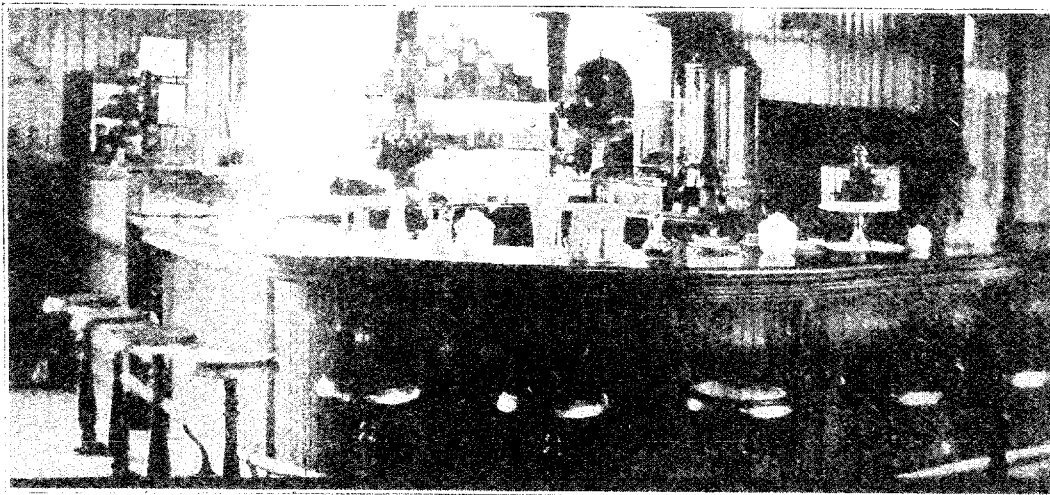
Mr. and Mrs. Ward, managers at Manila, are having good luck with their place, because they both take an interest in their work. They have forgotten that they ever lived in Kansas.

There is not much news from the News Department, except this poem from Mr. Grace, entitled:

Nobody Home—Away on the Road.

.....

Blank Verse.



Inter-State Lunch Room—New Lisbon, Wisconsin.

The New Lisbon Lunch Room is one of the busiest places on the system and is in charge of Miss Anna Albrecht and Miss Edna Carter. We would like to mention all the nice things our La Crosse Division Correspondent says about the above-mentioned young ladies, as well as the service of this place, but hesitate to do so for the reason that we are afraid that this issue might get into the hands of his wife.

Conductor Cavey took advantage of the circus special to spend Sunday, August 15, in Milwaukee.

Engineer Liddle is reported very ill at his home in Milwaukee. Miller taking his place on the Freeport run.

Conductor O'Brien is off duty on account of sickness. Brice is running the pusher.

Engineer Geo. Passage, gravel run, was a Milwaukee visitor August 15.

Engineer Corbett of Racine, was an Elkhorn caller July 22.

Agent Forward of Union Grove, is taking an extended vacation. We understand the California fairs are on his itinerary. Wilkin is acting as agent.

A derailed car at Mt. Carroll, delayed No. 10 about two hours. The Eagle branch crew ran a special on No. 10's time from Beloit to Corliss.

Superintendent Morrison and Roadmaster Daugherty transacted business at Elkhorn July 21.

Conductor Cavey of train No. 23 was off sick a couple of days the last of July.

Superintendent E. W. Morrison and Conductor Hare of the C. & M. Division, with their families, were guests of Mr. Hare's sister, at Elkhorn the last week of July.

Trainmaster Richards and Division Freight Agent Wescott accompanied Jack Regan on No. 96, July 28.

General Superintendent Cooper and assistant to Vice-President Penfield made an inspection trip over the Division August 11.

Joe Minchell, porter at the Delavan station, found a pocketbook containing \$191, and received the magnificent reward of one dollar for returning it to the owner. What's the answer?

Operator Price Kittredge forgot the speed limit of twenty miles, and jumped his car off the track recently. A couple of smashed fingers made a relief necessary. Giddings from Ashdale, helping out.

Barnum & Bailey's circus made rush busi-

ness on this line for three days, August 14 to 17. They showed at Freeport, Saturday; Milwaukee, Monday, and back to Beloit, Tuesday. Four trains are used to carry the outfit. Frank Horton ran a special from Beloit to Freeport for the Saturday show, returning to Milwaukee same night.

Dispatcher Manthey is one of a stag party from Savanna, that is camping on the river. The trip is made morning and night.

On August 15, Sunday, the train sheet at Elkhorn, showed eighteen trains east and fourteen west in twenty-four hours. "Operators will be excused from duty, as far as possible, on Sundays." Joke.

Am in receipt of a rather heated denial from Engineer Blackford of the article in the July number that he was arrested for auto speeding. A reference to the train sheet clearly shows that a charge of exceeding twelve miles per hour, willingly, is an error. If he was pinched at all, it was probably for obstructing traffic.

During the entire operation of the Beloit gravel pit, since April 1, steam shovel No. 18, Engineers C. Brandt and J. Knaack and their cramenmen have operated one shovel, night and day, without any intermission whatever, except washing out one-half day each week, without any delay to the service whatever. A record that these men should be proud of.

C. & C. E. Iowa (East).

J. T. Raymond.

Engineer "Davy" Gordon says that the Puget Sound Pioneers treated him so royally on his recent visit to Seattle that he experienced feelings akin to those of the psalmist when he remarked, "My cup runneth over."

Operator C. W. Snyder has been working extra at Oxford Junction.

Assistant Chief Operator M. A. Devoe enjoyed a few days' fishing at Clear Lake, Ia.

Chief Clerk J. L. Franz of Superintendent Marshall's office spent August 4 in Chicago on company business.

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Basin Territory*

C. T. Rowe of Superintendent Marshall's office, and wife spent Sunday, August 15, in Chicago.

Dispatchers H. C. Van Wormer and F. W. Ray spent a few days in Minnesota looking over their farms.

Operator Fred Lindmeier was off on account of sickness several days; John McGuire relieving.

Operator C. L. Schaefer has been doing extra work as an operator in the dispatcher's office at Marion during the vacations of regular men.

A new baby girl at the home of Mr. and Mrs. O. L. Wahlrabe, Savanna. Congratulations from the Magazine. Mr. Wahlrabe has taken the baggage run between Perry and Calmar.

Conductor John Briggie has been assigned to the Freeport-Clinton run. Conductor C. L. Tucker will do the extra work out of Marion.

The suggestion of the Editor of the Employees' Magazine in regard to a Milwaukee Veterans' Association is being well received by those that are eligible in this locality. Such an organization would be well worth while and we hope something may be done soon toward forming one.

A brakeman on the N. P. Ry. told us that his company paid out thirty-five thousand dollars last year for personal injuries on account of grips and suitcases in the aisles. Every one in this prosperous West carries two or three and it makes quite a daily problem for the busy trainmen.

President A. J. Earling, accompanied by Vice-Presidents H. R. Williams and D. L. Bush, General Manager P. C. Hart and General Superintendent W. S. Cooper, passed over the division recently on No. 12 en route to Chicago. Superintendent Marshall was one of the party from Manilla to Savanna.

At the home of Mr. and Mrs. F. E. Winston a nice baby girl. Mother and baby doing fine and Fred is happy.

Harry Smith, off to Chicago for a few days, sent us postal card views of Chicago. Thanks Harry.

Brakeman L. A. Frank is off for two weeks to attend Manchester military encampment at Iowa City under federal supervision. Lou is quartermaster sergeant of the company.

Conductor F. E. Johnson off for few days, called home account sickness of Mrs. Johnson's mother at Milford, Ohio.

W. Pulley took the north way freight 94 and 96 relieving Conductor W. P. Kelly, who took the stone run. Conductor Reber takes the extra branch line work.

Leon Layton enjoyed a pleasant vacation of two weeks visiting at Fort Dodge and spending balance of time at his home in West Union.

The writer was called to Edge Hill, Mont., remaining there for a couple of weeks account illness of his mother. Leonard Hewitt kindly looked after the Magazine items during his absence. The fellows around the Marion office always cheerfully do anything that is requested of them in the interest of the Employees' Magazine.

Council Bluffs Notes.

Mrs. Helga Hackstock.

Carsmith J. Bundegeard is on the sick list due to a badly mashed finger, but is improving.

Carsmith C. Andersen and wife made a trip to Perry visiting their daughter.

Our old standby, Engineer Jack Ahern, wife and daughter, have returned from an extended tour in the east, having visited Saratoga Springs, Rochester and other eastern points.

Theodore Schmidt attended the Safe First meeting at Perry, July 9th, and reports a very good meeting and good attendance.

Master Mechanic M. F. Smith was a visitor at Council Bluffs on July 12th.

Mr. and Mrs. Hopp, of Dubuque shops, made a visit to Council Bluffs to see their son, Earl, who is employed in the roundhouse here; also called and visited Mr. and Mrs. Graff, besides taking a slant at Omaha. They were very busy for the little time they had here.

Mrs. Graff, wife of Roundhouse Foreman Graff, is visiting at Dubuque and also taking in Chicago.

Mrs. Christ and son of Dubuque, together with Masters James and Chester Connors, young sons of Asst. Supt. Motive Power Connors, made a ten-days visit with Mr. and Mrs. Wm. Graff.

Engineer A. F. Cooley and wife we understand are contemplating a trip to the Pacific Coast.

Ben O'Leary of Dubuque, made his usual monthly trip here July 20th, testing out the Council Bluffs fire department.

Engine Handler John Petersen wears an extraordinary broad smile due to a nice increase in his salary, we are glad of it; John deserves it, he is always Johnny on the spot, and one of the old timers with the company true and faithful.

Roundhouse Foreman Graff could hardly believe his own eyes when he saw news from Dubuque shops in last month's Magazine.

News from C. & C. B., Iowa Middle and West.
Ruby Eckman.

Machinist Levi Swanson and wife have been entertaining Mrs. Swanson's niece, Miss Florence Correll of Savanna, for a few days in August. Mrs. Swanson anticipates a trip to New York City within the next few weeks.

Engineer Wm. Howe's wife and daughter spent a couple weeks of August visiting with relatives and friends in Cedar Rapids.

Brakeman Fred Tomer has been off duty for a few weeks on account of injuries received while at work.

Conductor George Havill's home was slightly damaged by fire August 10; the fire originating from an electric flat iron.

Brakeman C. W. Baker was called to his home in Auburn, N. Y., the fore part of August by the death of his sister.

Emil Hunwardsen, the clerk at the roundhouse at Perry, is coming to the front as a baseball pitcher. He has been playing this summer with the fastest team in the city and has been doing some exceptionally good work.

Mrs. Eli Brotherson, wife of the storekeeper at Perry, has been spending a few weeks in Denver, where she was called by the illness of her sister.

Storekeeper Davis has been taking a ten days' vacation from his duties at the Perry roundhouse.

Mr. and Mrs. Hackney of Dubuque were in Perry August 8 visiting with their son, Hugh, who is a machinist apprentice at the Perry roundhouse.

On account of the large number of gravel and work train crews, together with the increasing business, the boilermakers' force at Perry has been given two additional men. The reserve brakemen and firemen have also been called back to work to help handle the business.

The lawns and flower gardens at the Perry roundhouse have been very beautiful this summer, they having sweet peas, nasturtians, cosmos, lillies and many other flowers in bloom in their seasons. The work is done by Col. J. E. Banyard, who is the day engine hostler, and it keeps him pretty busy to keep things in fine shape, but he enjoys the work and it appears that from the number of complimentary remarks passed on the appearance of the grounds, that his efforts are appreciated by the men.

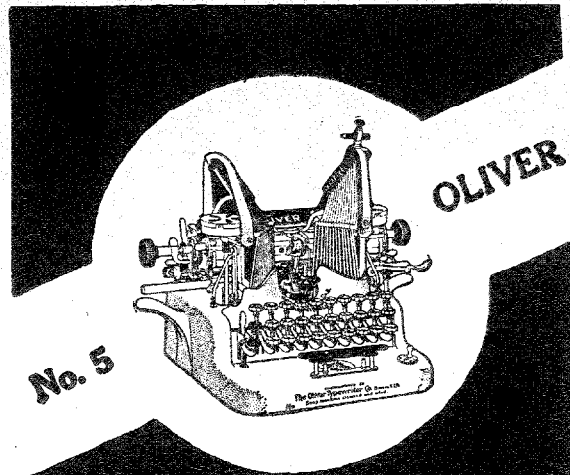
Machinist Charles Johnson has resumed work after a two weeks' vacation spent at the lakes and in South Dakota.

Mrs. E. E. Reynolds, wife of Engineer Reynolds, is visiting with relatives in Denver.

Fireman Warner has been hatching it for a few weeks while his wife is visiting with relatives in Kansas.

Roundhouse Foreman Vogler has been making a number of trips to Dubuque to see his father, who continues quite poorly.

Letters received from Engineer J. T. Deland



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and wife, who are visiting in the west, indicate that they are having a delightful time. We understand that Tom has had a few boat rides on the sound which were a little faster than he runs the 349 on the passenger between Manilla and Perry, or the little Buick which he drives during his leisure hours at home. Gerald Manning, son of one of the baggagemen on the eastern division, was the young man who treated Tom to the swift ride.

J. E. Banyard and wife are visiting with relatives in Idaho.

Earl Barker, one of the extra engineers, has been acting as engine hostler at Perry for a few weeks.

Neil Horine, one of the Des Moines Division brakemen who resides in Perry, took unto himself a wife, in the person of Miss Bessie Strahl of Coon Rapids. This happened the latter part of July.

Brakeman H. H. Rissler's wife has returned home from a most pleasant trip to Washington and Oregon.

Engineer Lloyd Leonard was compelled to be off duty the fore part of August on account of receiving an injury to his eye.

Engineer Frank Wicheal and Brakeman H. P. Wicheal were in Council Bluffs the latter part of July attending the funeral of their niece, the daughter of Yardmaster R. O. Wicheal of Manilla, who died after a long illness.

Conductor F. R. Lee has returned to work after a month's layoff during which time he visited Central America and looked over some land interests.

Engineer Edward Blank, who had the misfortune to lose part of his hand a number of months ago, has recovered sufficiently to be able to resume work.

Calvin Hall of the Perry car department force, surprised his friends the latter part of July by going to Omaha and getting himself a wife. They will make their home in Perry. The bride was Mrs. Demming.

Engineer Fred Osborne is of the opinion that he knows more about a locomotive than he does an electric washing machine. He was

attempting to utilize the motor of his washing machine to do some other work when in some manner he got his fingers caught in the machinery and badly mashed a couple of them.

Brakeman Lloyd Kennison was about the happiest man on the middle division July 30 when a fine eight and a half pound boy arrived at his home. Grandpa Fred Kennison was about as well pleased.

July 31 the automatic signals were extended from Coon Rapids to Manning on the western division.

Agent M. J. Caughlin, who had charge of the station at Potter, died on August 3, after an illness of about ten days.

I. P. Rodman, who has been working on the middle division in connection with the automatic signals, was out from Chicago the fore part of August attending to business matters.

Engineer Hiram Colburn was in the hospital at Perry the latter part of July and August having an operation for appendicitis.

Ivan Wightman, the young son of Conductor C. F. Wightman, was in a hospital in Des Moines the fore part of August, having had an operation performed on his nose.

What has become of the correspondent we thought we were going to hear from at Savannah?

Conductor George Ford of the western division, with his wife and daughter, has been visiting with relatives in Roodhouse, Ill., for a few weeks.

Engineer A. S. Monroe is back from California, where he attended the exposition and took in the Elks' convention. Dad says he had the time of his life and had the pleasure of seeing a number of the former employees of this division who are now working on the P. S. line.

Dispatcher John Kendig's wife and son, Robert, visited the fore part of July with relatives in Churchfield, N. D.

Machinist Frank Mullen has been off duty for a few weeks on account of an injured hand.

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Mrs. D. A. West, who makes her home in Perry with her son, Clayton, a conductor on the western division, has gone to Freemont, Neb., to visit for a few weeks.

Conductor F. E. Morgan's home was struck by lightning August 1, although only slight damage was done.

Agent Paul Kouba of Vining reported the birth of a seven-pound-girl at his home August 3.

Carl Harris, foreman of the Perry freight platform, spent Sunday, August 1, in Chicago visiting friends.

Chief Dispatcher J. M. Losey and wife were visiting in Chicago the fore part of August; J. J. Kindig working as chief during his absence.

Agent Hutton at Herndon and Agent J. H. Murphy of Jamaica have recently been in the lime light as detectives, having succeeded in rounding up some men who were pilfering merchandise from the company. The local papers at Jamaica, Ia., gave the men quite a complement on their work.

A number of changes in the telegraph department have been made during the past month. C. R. Kassel takes the agency at Potter on account of the death of Agent Caughlin. J. V. Mullen takes the place as agent at Maxwell, relieving H. C. Krasche, who has resigned to go into the banking business in Perry. L. A. Patton, former agent at Yorkshire, has been appointed second trick operator at Indian Creek, leaving that station now on bulletin. B. F. Haffner, who has been working on the western division, has bid in second trick at Sabula.

Signal Foreman J. A. Fleishner has returned to Perry after a very pleasant outing in Washington.

Tacoma Items.

F. J. J. Kratschmer.

Here's a vote for Spokane for the first annual convention of the correspondents of the Milwaukee Railway System Employees' Magazine.

Last month J. Vivian Miller and the writer took a few days outing to Spokane, Spirit Lake and Coeur d'Alene. We will have to hand in another vote for Spirit Lake as being one of the finest little "outing" places in this part of the country. It is not only the beautiful scenery of the surrounding country, or the grandeur of the mighty lakes, etc., that we speak of, but it is the cordial welcome, generous hospitality and brotherly feeling that is handed one by the employees of our cousin road, the Idaho & Washington Northern, at that place. We cannot speak too highly of Messrs. Ross, Boyer and Sparshott, who did all they could to "show us the town."

Last month we "hinted" at a little affair that we thought was about to be sprung upon us. The "hint" came true when on Wednesday evening, August 4, at 5 p. m., Miss Cornelia Schuetze, daughter of Blacksmith Foreman Otto Schuetze, and Mr. Harry Stewart, machinist, Tacoma shops, were united in marriage at the home of the bride's parents. Mrs. C. L. Hogan of Honolulu and Mrs. L. W. Hurley of Milwaukee, sisters of the bride, were present at the ceremony. Mr. and Mrs. Stewart spent their honeymoon in Vancouver and Victoria, B. C.

It's a bear, it's a bear, where?—Porkey Heward will tell you when he gets back from the mountains.

Miss Enola LeMar of Mr. Lowert's office has returned from a few weeks' vacation at the fair in Frisco. During Miss LaMar's absence Mr. Bab Doten was charge d'affaire in the general foreman's office.

Dad Monroe and Tom DeLand from the C. & C. B. Division visited us a few days last month.

Miss Elsie Keppler has accepted a position in the blacksmith foreman's office.

Messrs. S. M. Berg and F. J. K. spent Sunday, August 8, at Longmire's Springs, in Rainier Park.

George Mason has acquired the title of traveling stock clerk. We thought at first of calling him the Milwaukee book agent, but as

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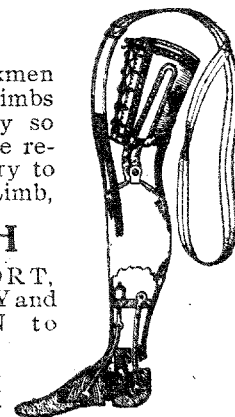
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George objected to that name we have substituted the latter.

Oscar Carlstrom, who has been in the employ of the store department for some time past, left on August 15, for Denver, Colo., where he will enter a sanitarium.

Charley Stucke, formerly blacksmith at Tacoma shops, and later roundhouse foreman at Miles City, drove in at Tacoma shops one day last month in a muddy Studebaker, with the Miles City pennant flying. After a short interview we learned that Charley and his wife and boy had motored all the way from Miles City, and were just stopping to say Hello to the boys before proceeding on their journey to Frisco. The trip from Miles City took them about six days.

Storekeeper A. J. Kroha made a trip of inspection over the East End about the middle of August. He went as far East as Miles City.

Jack Allison and Jim Ferris, employees of the Milwaukee Docks, while out rowing on the sound one noon-hour, captured a young seal about four feet in length. The boys whistled at the little fellow, and it came up to the side of the boat as if it wanted to play. Mr. Ferris had a few minutes' real sport trying to land the little submarine.

O. G. Guttornson (better known to us as Johnson) of the yard office, informed us after he had returned from lower California and the fair, that he had been there on his honeymoon. That isn't "fair" Yonny.

L. G. Taylor is the new night baggageman at the depot. Mike Grummel of the shops took a few nights' whirl at it, but Mike simply could not stand it to be away from his girl every night.

Counting the stripes on a zebra is a very amusing pastime, but it is not one of the safest we know of, especially when you are standing close by a cage with a lion in it. Fred H. Bennet of Agent Alleman's office found this out to his sorrow when at the Al G. Barnes' circus in Tacoma, while performing this feat, he was suddenly clawed by a jealous lion before whose cage he had unconsciously stopped. The wounds, although very painful, were not considered serious.

J. V. Miller attended the Elk's convention at Bellingham last month. Viv said the two days that he was there were one continuous round of pleasure.

Truthful Tales of One T. P.—All the Way From the S. M. E.

Well, Josephine, they all passed me up this month, so I'll have to tide myself over the rough spots.

Everyone is looking forward to plenty of work as soon as the grain starts moving.

Conductor Murphy is off for a few trips, relieved by J. H. McCarthy from the Mankato Line.

Conductor Ed. Parker, who was on passenger a few trips is the proud possessor of a brand new baby boy.

Extra Dispatcher E. H. Laugen has returned to side wire, La Crosse, after ten days' visit in Northern Minnesota.

Peter Berg has gone back to second operator at Wells, displacing Hubbell, who worked a couple of days at Lanesboro for Trudell and is now holding down second at Jackson vice M. B. Marr, who was called to Champaign, Ill., by the serious illness of his father.

Engineer Robert Herman is spending a pleasant three weeks in Grand View Hospital at La Crosse, following an altercation with a motor boat engine. There are lots of nice nurses out there and Bob is faring as well as could reasonably be expected.

C. E. Langen, operator at Houston has taken a two weeks' layoff, relieved by F. H. Shipley, new man in division.

"Spike" Parker is awaiting relief at Ramsey preparatory to taking a trip with his mother to Winnipeg.

Agent Nelson at Rapidan, has again taken charge in place of relief agent H. D. Grimes from Grand Meadow.

Third Operator Rondeau at Ramsey has taken a sixty days' leave of absence being relieved by new operator, H. J. Crandall.

Relief Agent Smith, who was at Granada during regular agent, Johnson's absence, has taken service with C. & N. W. at Rochester.

The "Rough Rider" Swenson slept ten hours one night and came to work tired. Said he had a "dream." Thought a regiment of soldiers chased him and he ran all the way to Winona. He ought to be tired.

Operator Shepard at Bridge Switch has qualified for a first class flag man. For particulars, write C. A. Bush, yardmaster, North La Crosse, or Henry Nein, La Crosse Division engineer on train 55.

Sorry to hear at this writing that our friend Sampson is badly disfigured, but still in the ring; caused by a sudden application of air brakes on a long stock train.

Second Trick Operator Mikkelson at Wells off a few nights on account of the illness of his grandmother. Relief agent Smith guarded the depot in Mick's absence.

News is scarce as my reporters are all on a strike. Say "Sted" my wife has gone to the country.

Black Hill Division Items. T. A. Biggs.

Agent R. W. Hunt of Scenic, made a trip to Chamberlain to meet Mrs. Hunt and children who have been visiting at Running Water and vicinity.

Mrs. Theo. Pfaff and sister, Elsie, visited their brother at his ranch near Lusk, Wyo., a couple of weeks in July.

Mrs. J. C. Pease, wife of agent at Kadoka, was called to Vermillion by the death of her father.

Mrs. J. Broyles, wife of agent at Stamford, is visiting relatives and friends at Waterloo, Ia.

Miss L. A. Elson, agent at Okaton, has been on leave of absence and went to Omaha to have her eyes treated and visited other points in Nebraska.

Operator E. G. Dwyer of Chamberlain, is taking six weeks' vacation, and F. A. Bales of Lewistown, Mont., is taking his place.

Geo. Ritchie, operator at Groton, is spending his vacation with his parents, Mr. and Mrs. I. Ritchie, at Chamberlain. Mr. I. Ritchie has charge of the pontoon bridge at Chamberlain.

H. W. Hopkins, wife and baby, Francis, of Chamberlain, visited Mrs. Hopkins' parents at Plankinton during the first week in August.

H. G. Kearney, wife and children, of Murdo, visited Mrs. Kearney's folks at Mitchell, Nebr., a couple of weeks the first part of August. R. G. Young relieved him, while G. W. Eustace filled the operator's position. Mr. Eustace goes to the K. C. Division from here.

B. E. Jennings, agent at Rapid City, accompanied by his mother and sister, Hope Jennings, and Mr. and Mrs. J. R. Quess, of Murdo, left for the west coast about August 12th, and will take in the expositions at San Diego and San Francisco. Mr. P. A. Gallagher fills Mr. Jennings' place during his absence.

Mrs. L. D. Jones, wife of agent at Belvidere, accompanied by her sister, took a trip to Rapid City and spent a day in the Hills, sight-seeing.

Andy Hanson of Murdo, has returned from an extended trip in North Dakota and over the border into Canada.

Brakeman W. C. Hynes of Murdo, is again on the job after spending several months at White River.

Engineer Max Newbowers, has gone to Mason City for medical treatment, having injured his back while working under his engine.

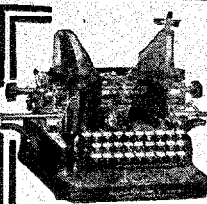
Agent J. W. Simon of Presho, spent several days with relatives near Weta during the first part of August.

If any have items for the Magazine please send them to the correspondent at Murdo before the 15th of each month.

On The Wooden Shoe.

We are now in the middle of our ore season and the "muke wagons" are going over "hun-

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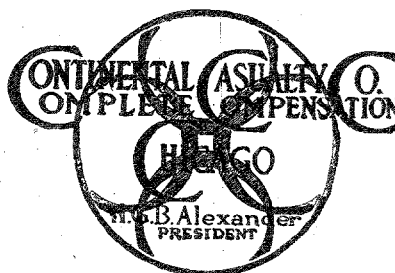
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**Dexter Horton
Trust & Savings Bank**

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Seattle, Washington

gry humps" in a way that spells big checks for the fellows up here.

"Capt." Reedy and his "big hook" have paid us a few visits and while we all like to see "Capt." we would be just as well satisfied if it wasn't necessary that he bring his "pet" along.

Several changes in runs have been made lately. Four-way freights on the east end now, two from Green Bay to Elkhart Lake, and two from Elkhart to Milwaukee. Another run has also been placed on the Hilbert branch. West end way-freight now tie up at Iron Mountain. Two crews have been assigned to the Iron River Line, each crew making a trip and a half.

Tom Adams has given up the Elkhart Lake run and is back to his old camping ground on the Menominee Line.

M. E. Dwyer has given up the Iron River run and is on the west end in "Dick" Ainsworth's place.

Jay Parkinson, delegate to the engineers' convention has returned and is back on the east end. Jay reports a successful and enjoyable trip.

Warren Anderson, who was injured sometime ago at Crystal Falls, is improving as well as can be expected, but hardly expects to report for work for sometime yet.

Frank Handry, veteran switchman at Menominee was seized with an attack of appendicitis and was operated on at St. Mary's Hospital, Menominee. He has progressed so rapidly in recovering that he is now back to work.

On Wednesday, June 23, Miss Roma Gehard and Mr. Elmer Hansen were married at Elkhart Lake. The groom is employed as a fireman on this division. We all wish them lots of happiness.

Frank Sheppard and John Breckenback, have also taken the fatal plunge. But when we ask for the "little wife's" name, we are told it is Mrs. Sheppard or Mrs. Breckenback as the case may be. Lots of good luck and happiness is the wish of all that know them, nevertheless.

"Bill" Doran has been appointed night round-house foreman at Green Bay shops. Gasper Joachim goes on days, dispatching.

Crossings at Chicago Mine and Tully Mine have been equipped with block signals.

John Smith, foreman days, switching at Channing, has moved his family there.

Channing is experiencing a building boom. More houses have been built and are being built this year than any of the five preceeding years. We are not prepared to say whether that is on account of Iron County going dry or not, but we think it's "not."

It might be well to state that "Pig Iron's" bungalow is now serving as a union depot at Pori. Mike says it was a good home while it lasted and he hates to see it go.

New pumping stations have been put in at Bates Jct. and Channing. This was made necessary by the extra heavy ore business from the Iron River district.

A new water tank and standpipe are being erected at Iron Mountain.

Among the new "speed demons" this season are Charles Kemply, Arnold McGregor, Henry Larson, P. M. Gavin, Jake Basten. But they are so used to observing C. S. C. 145 bulletins to not to exceed 15 miles per, that the motorcycle cop can't land them.

Milwaukee Terminals News.

Josephine Healy.

With the heat reflecting from the rails down in our little "valley office," the flies biting and worrying for fear snow will be flying when my vacation comes around, it is hard for me to concentrate. However, will try to forget all the new strokes I am going to learn while swimming in some dear old lake, long enough to do my duties as a correspondent.

To begin with, you yardmasters who didn't attend the first annual picnic given by Local 134, International Association of Yardmasters, certainly missed a fine time. It was held at Orth's Grove, Random Lake, Wis., and if any one could have done more for the yardmasters and their families than Mr. Orth did, you will

have to show them. They were certainly treated royally. It didn't look as if the weather was going to be very much like a picnic on the start, but after the bunch got acquainted, and had a fine dinner at the Globe Hotel, every one was "warmed up." In the afternoon the sun came out, and Yardmasters Ed Mix and Art Carlin exhibited their abilities as expert swimmers. They refused to get out of the water until their perfect Adonis figures had been photographed, and as a result Chief Train Clerk Jim Riley spoiled a perfectly good camera. There were all the refreshments and eats that could be thought of, and music galore, from the Random Lake Orchestra to the duets by Oscar Schmidt and Johnnie Schuh on the way home. I almost forgot to mention the lovely nosegays which Yardmaster Brown furnished for the crowd from the Blue Mound conservatory.

Wm. Marohn, night clerk, Muskego yard, is spending his vacation at Niagara Falls.

Guy Filler, "Dinny Dingbat," night clerk, Canal, has settled down to the usual routine, having had a vacation fishing in the north.

Harley McMurtrie, assistant general yardmaster nights, has been burning up the tires on his automobile; recently while on his vacation he broke down and had to sleep in his auto all night.

Frank Moshier, night chief caller, still has his troubles looking for extra brakemen.

R. O. Will, operator, Muskego yard, visited Detroit during his vacation, and has returned feeling fine.

Engineer MacCauley on the C. & M. Division pusher attended the funeral of his sister in Chicago last month.

Conductor Amos Koch has returned from a trip to Michigan, where he spent some time on his farm.

Switchman R. H. Tregonning buried his wife at Janesville recently; he has our profound sympathy.

Switchman Chas. Tiefensee is spending his time fishing at Winneconne.

From the number of trains pulling by our office both east and west, we figure business must be picking up.

General Yardmaster Jack Schwartz with Mrs. Schwartz and their daughter, Josephine, visited relatives at Houghton, Mich. Miss Josephine will not return until it is time for her to attend school.

Lest we forget, the stork left a baby girl at the home of Yardmaster John Rice, in the Stowell District. It is said that cigars were plentiful around those yards for some time after the little visitor arrived.

Miss Anne Morrissey, operator at the Union Depot, left for a boat trip on July 30, including stops at Duluth, Cleveland and Mackinac.

Catherine Dooley, operator at the Milwaukee shops, is away on a vacation. We understand that she did not leave town. It is possible that Kitty is getting ready for a wedding that we have heard rumors of.

The first Puget Sound stock train of the season pulled by our office on August 13.

Charley Green can't get over the circus; you ought to hear his description of it—it is as good as going yourself. However, Mrs. Green went to sleep watching the elephants' ball team playing a game.

Chief Clerk W. L. Hebard was appointed chairman of the music committee for the Irish picnic, and trained the children's chorus. His new title is "Bachelor of Old Arts."

Mrs. Christ Berger and daughter, Ruth, are planning a trip to Alliance, O., to visit Mrs. Berger's parents.

Mrs. E. T. Grimshaw and son, George, family of operator at Clinton street, are visiting at Kilbourn.

Cream City Lodge No. 863, B. of R. T. held their annual picnic at Huelshack's Park, Tippecanoe, Sunday, July 25; on account of weather conditions it was impossible to hold it on the 18th, which was the first date selected.

Ralph Bodden and Frankie Derfuss, Milwaukee Store Department, expect to leave for New York on their vacation in the near future. Look out for wooden nickels, boys.

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

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Superintendent of Railroad Department

Dakota National Bank

United States Depository

ABERDEEN, S. DAK.

GEO. G. MASON, President

S. H. COLLINS, Cashier

R. P. ROBERTS, Asst. Cash.

Responsibility of Stockholders

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Absolutely Fireproof

	Single	Up Double
200 Rooms, Private Bath,	\$1.50	\$2.50
200 " " " "	2.00	3.00
100 " " " "	2.50	4.00
100 " " " "	3.00 to 5.00	4.50

TOTAL, 600 OUTSIDE ROOMS

All Absolutely Quiet

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RESOURCES
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Interest Paid on Time Deposits
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Dubuque Division News.*S. A. Gobat.*

Wedding bells for Dubuque shops. On Tuesday morning, July 20, 1915, Miss Helen Pins and Mr. Ray M. Clemens, were united in marriage at St. Anthony's church. Ray has charge of the oil house at Dubuque shops and after a short wedding trip they will be at home to their friends at 45 Schroeder avenue. The many friends extend to Mr. and Mrs. Clemens best wishes for a happy future.

Car Foreman J. E. Ricketts is again on the job after a two weeks' illness.

C. W. Danglemeyer, tool room foreman Dubuque shops, attended the Tool Makers' Convention at Chicago.

Peter J. Sand, clerk at Dubuque shops, spent his vacation visiting friends and relatives at Cincinnati, Ohio.

After several weeks of illness, Edward B. Rohr, employed at the Milwaukee shops, passed away at the Mercy Hospital here, July, 22, 1915. Mr. Rohr was employed at the shops for the past fifteen years and was 66 years old at the time of his death. His many friends extend their sympathy to the bereaved family.

Roy Lercher, air brake man, Dubuque shops, is visiting friends and relatives in Los Angeles, Cal.

John Hackett, carpenter at Dubuque shops, is again back to work, after being laid up the last several weeks with an injured foot.

Arnold Schrup, chief clerk to F. D. Campbell at Tacoma, Wash., spent a few days, renewing acquaintances around Dubuque shops. Arnold was stenographer to the master mechanic at Dubuque shops six years ago. We understand this is his honeymoon, but have not seen anything of his wife. Just the same all his friends join in wishing them much joy and happiness in their future life.

Charles Karsch, asst. foreman repair yard, is still on the sick list for the past four weeks.

Ed. Marshall and Bill Ruddy, machinist apprentices at Dubuque shops, spent Friday, Saturday and Sunday, taking in the sights at Milwaukee and Chicago.

L. J. Christ, second trick operator at Dubuque shops, is taking a few weeks' vacation. Night Operator L. F. Jess of Edmore, is relieving him.

An interesting Safety First and Freight Handling Meeting was held at Dubuque shops in the district master mechanic's office, July 24th. Interesting talks were given by Messrs. Larson and Wilkinson of Chicago.

W. J. Keefe, chief clerk to S. N. Baird, D. F. & P. A., and T. W. Hanson, station baggageman Dubuque, left July 23rd for a trip to the West. Their itinerary includes, Marion, Denver, Salt Lake City, San Francisco and Portland. They have our best wishes for their safe return and we understand they like Marion the best.

David Laurv, clerk general foreman's office, spent the last few days fishing at Waukon, Iowa. From the rumors that are around, nobody needs to go to Waukon to fish any more because Dave told us that he caught them all (at least he thinks he did).

Night Car Inspector M. A. Schwartz, has departed for Hot springs, Ark., for a week's rest.

William E. Schaefer, stenographer to the master car builder, is spending his week's vacation at Chicago, visiting friends and relatives.

Agent H. A. McKinney of Bellevue Iowa, attended the Safety First meeting held at Dubuque, July 24th.

A. N. Lucas, foreman of boiler work, Milwaukee shops, was a visitor here, Tuesday, July 27th.

Otto Beerman, trick dispatcher at Dubuque, has returned from his two weeks' vacation, which he spent visiting relatives in Nebraska.

F. E. King, district carpenter, Minneapolis and N. H. LaFountain, asst. supt. bridges and buildings, were at Dubuque, Saturday, July 24, 1915 looking over the various buildings.

E. J. Prolow, agent at Garber, Iowa, has returned to work after two weeks' vacation.

Northern Division Items.*Helene Monroe.*

Engineer Yahr bumped Engineer Beecher on the Portage way freight. Engineer Beecher bumped Engineer Pieper on the Portage passenger. Engineer Pieper bumped Engineer Frienwald on the Jitney, so Frienwald will have to go to Milwaukee to work. Quite a game of bump.

Engineer Heine Reif has resumed his run on the Portage way freight after two weeks' outing in northern part of the state. Heine looks fine.

Conductor Wolfrom is back on his run on the Portage passenger. Glad to see you back, Charley. Conductor Watson was doing the punching during Charley's absence. Charley says the mild breezes in the pine woods are very invigorating. He made the trip in his auto.

Mike Lyons is back on the job after spending four weeks in the northern woods with his wife and children, after big game and fish. Sorry to learn that he did not encounter any large game.

Our genial Roadmaster Robert Whitty has been laid up for over a week with a slight attack of smallpox. Bob says it may be smallpox, but it was not necessary to tag the house.

Conductor Brady is back on the job on the Portage way freight after spending a week at Kilbourn and Devils Lake. We'll have to watch Jack as it is rumored that Devils Lake has great attractions for him.

Conductor Wolfrom met with an accident while cranking his car. His right arm is injured so that he will be laid up for some time. He says that a car is something like a bronco, you can never tell when it is going to start.

First trick operator at Horicon, F. W. Pisehkee and wife and Engineer Jack Ehr and wife, went to Milwaukee August 15 to see "The Birth of a Nation."

Ticket Agent F. G. Schielke at Horicon left for the northern part of the state on a two weeks' outing.

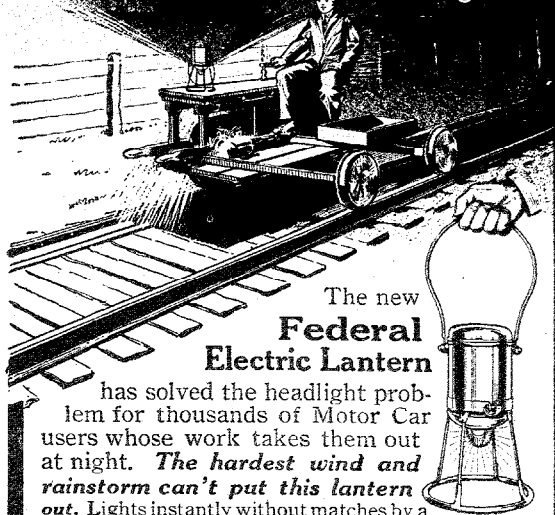
The readers of the Magazine will be surprised to learn that the Northern Division has a millionaire brakeman working on the way freight between Oshkosh and Milwaukee, Frank Reese can be seen daily at his work. His conductor says that he is one of the best brakemen on the system and that he is never tired and does not lay off even though he has barrel of money. When he was up for promotion he passed an excellent examination for conductor. The dispatcher knows that when Frank gets a chance to do a little extra running, that he will get over the road with the tonnage.

Scraps From the West End.*C. E. Pike.*

V. W. Chapin of the telegraph department returned from British Columbia the first of August, where he spent his vacation on his ranch.

Ginet's Wonders closed a more successful season this year than they ever had before, finishing in second place. If the Fire Underwriters had not had a jinx on the G. W.'s, the cup would be in their possession now, but it seemed as if the Milwaukee team could not get at the Underwriters, although the other strong teams in the league had no difficulty in doing so. The lineup of the team for the season just closed was as follows: Andreason, catcher; Finlayson, pitcher; McAvoy, first base; Bates, second base; Truckee, third base; Spranger, shortstop; Grinnan, left field; Hanson (captain), center field, and Leake, right field. The fact that the boys climbed to within a game of first place is attributed to the fine management of Joe Ginet and Emil Hanson, who were untiring in their efforts to have a good team. Emil kept the boys full of pep all the time and was responsible for a good many of the games won. Of course the Olympians will enter the Commercial League next year, and under the same management will walk off with the cup. They know now what they can

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has solved the headlight problem for thousands of Motor Car users whose work takes them out at night. **The hardest wind and rainstorm can't put this lantern out.** Lights instantly without matches by a simple twist of the handle. Throws a light that may be seen a mile away. Designed by a man in railroad train service and meets all railroad requirements. No oil. Cheapest battery cost. Handsomely nickeled. Collapsible. Fits easily into suitcase or bag. You will be glad to own and use one.

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

do and will do in the future. The standing of the league was as follows:

	Won	Lost	Per Cent.
Swift & Company.....	8	2	.800
Olympians (C. M. & St. P. Ry)...	7	3	.700
Fire Underwriters.....	6	4	.600
C. H. Lilly Company.....	5	5	.500
Seattle Hardware Co.....	4	6	.400
A. Hambach Company.....	0	10	.000

Leslie Newman returned from an unsuccessful fishing trip in the Cascades and says he will never spend a vacation fishing again.

Miss Talmage of the legal department spent her vacation at the fair.

Joe Winchell and Chester Biggs of the freight claim department; also Harold Schlosser of the general passenger office returned from the annual national guard encampment at American Lake, where they report a very successful maneuver camp was held this year. Winchell is now ready to go to Mexico, but the other two haven't seemed very enthusiastic about it since they learned how to dig trenches.

Miss Palmer of the legal department has promised to write up her experiences at the San Francisco fair for the Magazine.

We understand Charles Baxter, V. G. Spies and Jimmie Cummings are becoming expert tennis players and will probably qualify for the city tournament next season.

C. C. Mulligan, Miss Hauser and V. G. Spies of the car service department have taken their annual rests for 1915. C. C. M. spent his at his summer home on the east side of Lake Washington, while Miss Hauser and Mr. Spies did the exposition at 'Frisco.

Freddie Bates (the P. K.) left on his vacation Saturday, August 7, and intends to rent a bathing suit for two weeks. His ultimate destination is Alki Point.

W. F. Pitts of the general superintendent's office spent his vacation in Alaska. The "Colonel" says his wife went with him, but we doubt it, because when a man returns from a vacation and tries to tell you about ice worms and how they work in the glaciers eating and gnawing them off until they drop in the sea and become icebergs, we feel positive he wasn't under the protecting eye of a woman. The Colonel goes so far as to say the ice worm resembles a toredor and that the natives of Alaska consider them almost as great a delicacy as blubber. They carry pretty strong stuff on the Alaska steamers, don't they?

A. L. Seymour and family spent their vacation on the shores of beautiful Lake Keeche-lus.

W. S. Santerre of the engineering department is resting up and getting ready for the winter musical season.

Miss Gardner, president of the Batchelor Maids' Club, spent her vacation at Satsop Beach. This is a real place. We have names out here that have Russian war nomenclature backed clear off the map.

R. E. Borgen threatened to sue the Magazine for libel, but we produced the affidavits and he decided to drop the matter.

Percy Turner and family are doing the fair. Gene Webster returned from St. Paul the middle of July and McLean of the passenger department says he came down to the office the first Sunday Gene was home and found him on his knees at his desk offering up prayers for a real Puget Sound rain.

Another 'Frisco fair item, but a bit different from former ones: J. N. Holmes of the freight claim department left for the fair in his Maxwell. We sincerely hope nothing happens to J. N., and believe he acted on our suggestion to take out some life insurance before he left Seattle.

J. M. Allen and Mrs. Allen left the first of August for a trip to the Yellowstone National Park. We hope to say that J. M. A. will report that Yellowstone isn't in it with our own Rainier.

Every one is wondering what McAvoy did with his "sport" shirt which he flashed on the

poor fellows in the general freight office one day during Shrine week. Art Leake tried to buy it as he thought it would make a good baby blanket and Cherub Smith wanted it to take on his next fishing trip as he was sure if the trout saw it they would be paralyzed and he could catch them with his hands.

J. F. Bahl, A. E. Harris, R. C. Carson of Spokane and our own Poet Laureate Joe Ginet did the chaperon act to New York City with four different parties of Italian reservists. Maybe by the time Ginet gets to New York he will add "ti" to his name. One never can tell what a man will do after he breaks into verse, and we wonder how B. B. P. ever let that poem get through. Query: Which is worse, going to be shot or traveling with a poet?

Sted's columns were interspersed with "man and wife" vacation items. Wonder if Mrs. Sted is away on a vacation and if the Associate Editor needs looking after.

Law West met us in the hall the other day and whispered, first extracting a promise that we would not tell, that he expected to—Gee, this is fierce, but we have to say "To be continued."

Idaho-Columbia Divisions.

Fred Clark.

Malden visitors in Spokane last few days: Trainmaster Campbell, Chief Dispatcher Willtrout and Dispatcher Peterson. We don't like the black ones. Panetelas will do.

Miss Charlotte L. Newton has resigned her position in the office of Trainmaster Campbell of Malden and returned to her home in Marion.

We saw "Judy" taking tatting lessons on No. 18 the other day. What will it do next.

Also, he is adorning his socks (per "Sted's" Fashion Plate) with red ribbons.

Also, the c-u-t-i-e-s-t little rubber cap while in bathing.

Also, we believe if some one would give Walt some pointers on how to keep his hair from falling out, the world, to him, would look brighter. Never mind old chappie, we won't tell all we know on you, in one issue.

Jack has gone. Sleavin accepted a position as chief clerk in the office of W. M. Harvey, auditor of material accounts, Chicago. The "bunch" in the superintendent's office presented him with a handsome traveling bag in token of the high regard in which "Jack" is held, with the following inspiration from "Sted."

Old Pal; We'll not shed any tears,
We're glad to see you go,
The guy what's got it in him,
Only needs a 'alf a show.
We're proud to see you climbing up—
We're glad we worked with you,
But Jack—old pal—don't climb too high
For thoughts of this lowly crew.

Jack stood up well under the presentation, although we can well imagine the strain must have been terrific. Our best wishes are with you, old boy.

Alphabet Kratschmer "Tacoma Items" accompanied by J. V. Miller of Tacoma "stores" spent a pleasant hour visiting in the Spokane office a few days ago.

Again: Conductor Harry Adams called Saturday.

Agent Wells of Manito dropped in to say Hello. Come again.

Chief Dispatcher W. J. Jordan is spending his vacation somewhere. In the meantime while P. L. Hays doesn't fill up W. J. J.'s chair by any means, he fills the job OK.

Extra Dispatcher W. A. Munroe is on the second trick.

We want a job with the O. W. R. R. & N. Co., at Spokane. They have three pretty girls, a grass widow and two others in there, and we are certainly getting tired of looking these stags in the face all the time. Or maybe we can get a job with the Union Station. Our wife's in the country, too.

Miss Gladys Putnam of St. Maries spent a few days visiting in Spokane.

Summer bachelors: F. G. Best of St. Maries was voted into the order. Mrs. Best has gone to London, Ont., for a few months' visit. 'Sall right Freddie—you come to Spokane.

"KIRKMAN'S SCIENCE OF RAILWAYS"

The Author of "THE SCIENCE OF RAILWAYS" served for fifty years in various departments as a railway officer and employee. However, in writing "THE SCIENCE OF RAILWAYS," and in its many subsequent editions and revisions (to meet the ever changing conditions of the service) he and those interested in the publication of the work, have had throughout, the active advice and aid of practical experts, familiar with every branch of railway operation. The books are, therefore, authoritative, and as valuable to railway men as standard text books are to Lawyers, Doctors, Civil Engineers and other representative men.

"The Science of Railways" explains with great particularity, (profusely illustrated by charts and other necessary devices) the duties, responsibilities and embarrassing problems of engineers, trainmen and shopmen, written by scientists and practical men who have themselves solved the problems and mastered every intricate detail connected with the work.

The books describe in detail the Locomotive and Motive Power Department; the Application of Electricity to Railways; the Construction and Working of the Westinghouse and New York Air Brakes; their practical working being illustrated throughout with colored charts; the Working, Handling and Practical Operation of Cars; the Movement of Trains and the problems connected with their successful operation.*

The foregoing and other subjects relating to the duties and problems of those connected with the engine and train service are described in great detail with such illustrations and charts as are necessary to afford the reader a clear understanding of the perplexing problems that arise daily in connection with his work. For further particulars, address

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TWIN CITY TAXICAB COMPANY

Cook Omnibus & Carriage Co.

St. Paul

Mattison Taxicab & Transfer Co.

Minneapolis

Conductor Peter Colwell has gone up to his mine near Miles City to spend several weeks.

From St. Maries we hear that Operator Morrow is spending a lot of valuable time on the city phone. Remember the green—signals, Freddie.

Engineer Schlusner and bride (Miss Ola G. Wade) have started housekeeping in Spokane.

Te-he-he-ho-ho—that Chautauqua.

Conductor Falck was in to see us.

Engineer Jones kindly offered to take us out "fording" some evening. Nothing doing Jonsey. We rode on your engine once.

Chief Carpenter W. R. Lanning insists that "you can do a lot of things at the seaside that you can't do at home." Now we wonder what he meant by saying that.

Engineer "Bill" Ralston is having lots of fun these sunny afternoons making wavelets for the kidlets to play in at the St. Maries beach. The kidlets say the wavelets are just like those that the "Georgia Oaklets" make.

Dallas Reed of Chief Carpenter Lanning's office spent a few days in Seattle during the month, attending the chief clerks' meeting of the B. & B. department. Dallas then adjourned to Post Falls. For why?

Bridge Foreman Dodson and Pump Repairer Laws are relating a thrilling story of how quick they cleared a work train. They made the clearance, but how can any one landing on his feet get his nose skinned?

The special handling Seattle Eagles to Spokane made a nice run. "Milwaukee" service was the popular topic on their arrival.

H. C. Ingram, Superintendent Rogers' high card, almost went fishing last Sunday. Better luck next time, old man.

Chief Clerk Sheehy of the O. W. R. R. & N. Co. office is away on his vacation. Lucky.

7:30 p. m. daily; telephone rings. High squeaky voice inquires, "May I speak with Mr. DeL. please?"

Jean Morrison has returned to St. Maries after spending a few weeks in Florida.

Do we have that convention, or not?

The monthly "Safety First" meeting of the two divisions was held at Malden with full attendance.

Mrs. R. J. Thompson spent a Sunday during the past month in St. Maries visiting with friends.

Car Foreman F. D. Shook has returned from a two weeks' vacation.

Agent C. H. Burt of St. Maries was a caller at the division offices during the month.

Now from the ridiculous we will pass to:

D—Stands for Dainty, and Dorothy's that.

O—Stands for Olives and Dorothy stands pat.

R—Stands for Rosebuds—a life to the gay—

O—Stands for Oysters from Chesapeake Bay.

T—Stands for Tumblers—you fill them with wine.

H—Stands for Harness, will Dorothy be mine?

Y—Stands for Yeast—will Dorothy rise?

They all stand for Dorothy—will she be my prize?

Roadmaster E. McGee of Lind spent a day in Spokane recently.

Superintendent Sawyer made an inspection trip over the I. & W. N. R. R. during the month.

We sincerely hope C. M. B. of "Chicago Terminals" will make it a point to get acquainted with our "Jack" and keep us posted on what Sleavin is doing. We warn you now, however, he is a divvill of a fellow with the girrrls.

C. R. Swift, Jr., and wife of Perry, Ia., are visiting Mr. Swift's parents in Spokane.

Dr. John Foltz and "Dad" Monroe of Perry, Ia., passed through Spokane en route home from the exposition in San Francisco.

C. E. Potter has been appointed agent at Ewan, vice E. B. Mason, resigned.

We certainly hope Mrs. T. Hughes will soon return from the East. Tom is getting grouchy every day.

Sted, Mrs. Sted and Son Sted spent Sunday at Sted's cabin at Herrick, Idaho. The writer had a nice mess of trout as a result. Thank you.

C. & M. Locals.*B. J. Simen.*

Engineer Frank Phair of Milwaukee, died August 8, while undergoing an operation for appendicitis. He was 34 years old. We extend to the sorrowing family our heartfelt sympathy.

Engineer R. N. Scott and wife spent a few days at Starved Rock, Ill., enjoying the sights at this beautiful spot. They made the trip by automobile.

Engineer Hy Robbins and some friends were on a little fishing trip at Lake Lulu, near Elkhorn, Wis. You should have seen the fish? A half dozen, four-pound, black bass and a string of smaller fish thrown in for good measure. If there is anyone out of luck, call on Hy; he will show you how it is done.

R. J. Goodney, agent at Edgebrook, has returned from a two weeks' vacation in Michigan.

Robert A. Helton, second trick operator at Rondout Tower, and his wife are spending a two weeks' vacation at Shelbyville, Ill., visiting relatives. They also took an automobile trip from Shelbyville to St. Louis.

Mrs. Mary Bailitz, wife of Car Inspector George Bailitz of Walworth, died July 25. Three little girls were left motherless. We extend to the bereaved family our sympathy.

Brakeman Gehrke, while attending a picnic in Chicago a few days ago, met with a painful accident while boarding a street car. He was able to resume work after a few days' layoff.

Section Foreman John Behrens of Zenda, has installed a "Jerry Boy" gasoline engine on his handcar. John can fold his arms and ride along now.

Freight Inspector C. D. Case, while viewing the scenic beauty of the Janesville line from the top of a box car, on our De Luxe train, the way freight, was so busily occupied in having Conductor Spot Ingraham point out to him the objects of interest, that when they were passing Hainesville, and Spot was enlarging on the antiquity and historical importance of this hamlet, the inspector raised his brow to get a better view, along came a little gust of wind and away his hat it blew. He made one grab and slapped himself on his noble dome; then he muttered to himself, "Nobody home, nobody home." To make a long story short, Spot provided him with a beautiful cap of the pancake style. Then they proceeded on their way.

Mrs. J. R. Alleman of Libertyville, is spending a couple of weeks at Monroe, Wis., visiting her parents.

Camp Thompson at Long Lake, Ill., has been the scene of much activity during the past month. This is the headquarters of Chicago's "fresh air" children. A few coach loads are handled every few days, usually on trains No. 135 and No. 138. On August 7, Conductor Plumb, on train No. 138 had two coach loads of these children who were unable to get their breakfast before starting. Conductor Plumb, T. B. M. Alberths and Milk Conductor Powell served them with refreshments. They furnished them fresh milk and crackers. Jim Plumb was toastmaster at the banquet. Powell was chef, and I suppose Charlie Alberths was dining room girl. At any rate, everybody was happy.

L. R. Brown has been appointed as operator and clerk at Fox Lake.

Operator J. W. Strike is relieving R. A. Helton, second trick operator at Rondout, while Bob is on his vacation.

Brakeman Abe Castle has taken the Janesville line way freight while his folks are visiting in Virginia.

Fireman Pat Gearry, formerly of Milwaukee, has moved to Janesville. Ask Pat about his trick dog, that fine little black dog with his tail cut off.

Conductor James Sweeney and family returned from a month's visit in Canada, reporting a very enjoyable trip.

Conductor Al Kirby was off a few days burning up a little gasoline, taking his family for an outing and looking over the country between Libertyville and Stoughton.

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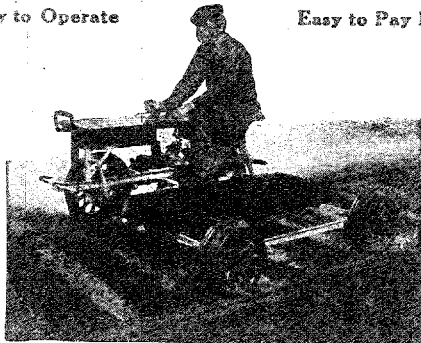
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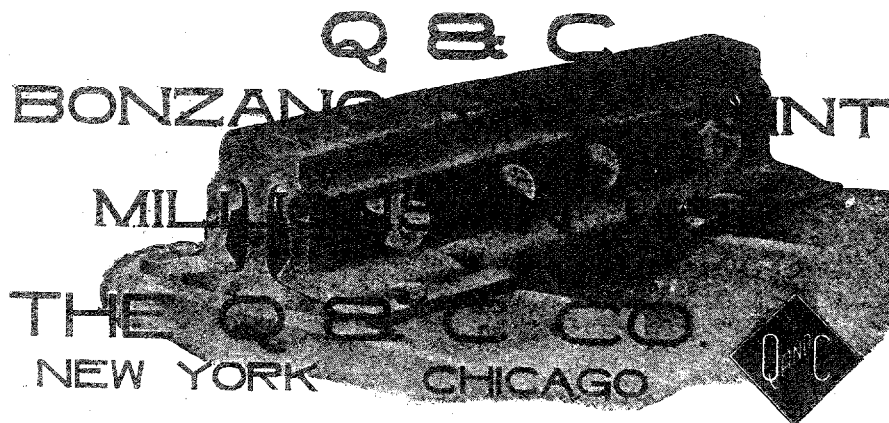
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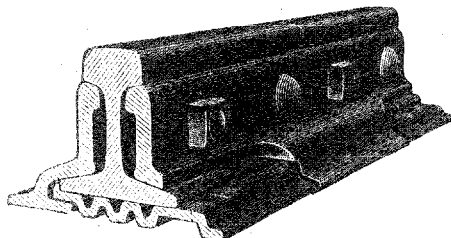
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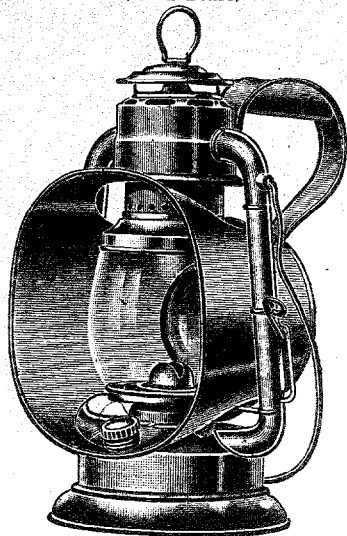
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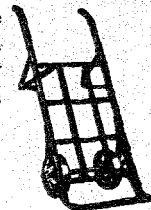
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