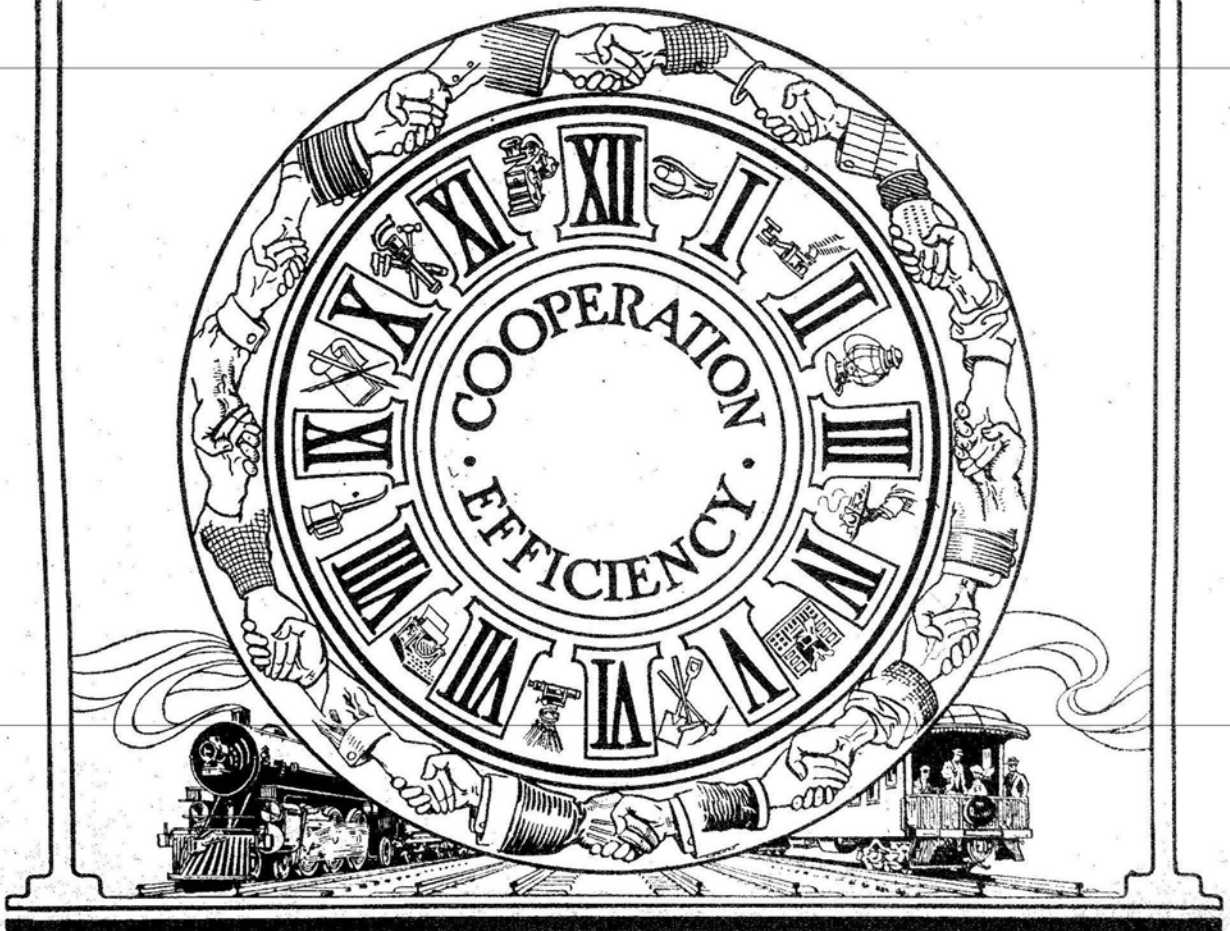


THE MILWAUKEE RAILWAY SYSTEM EMPLOYEES' MAGAZINE

May

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No. 2

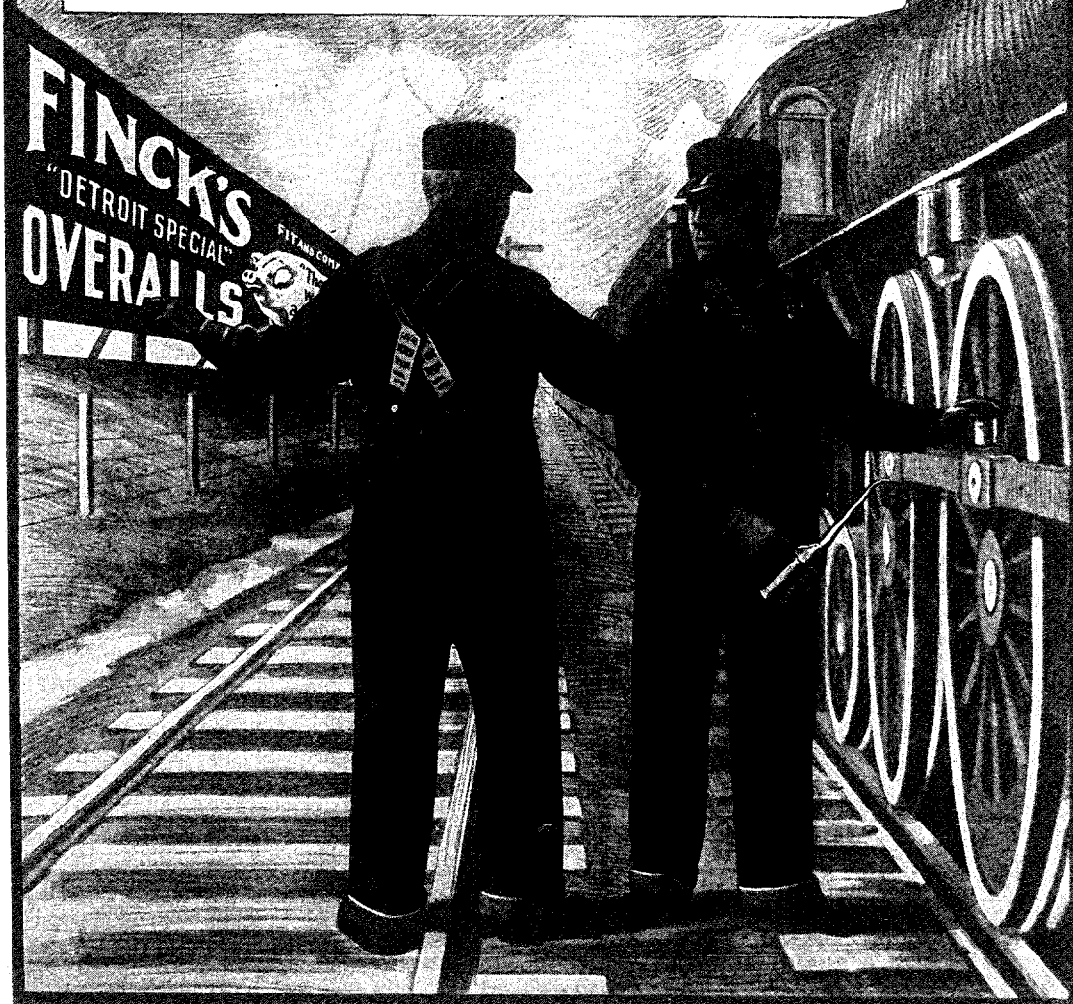
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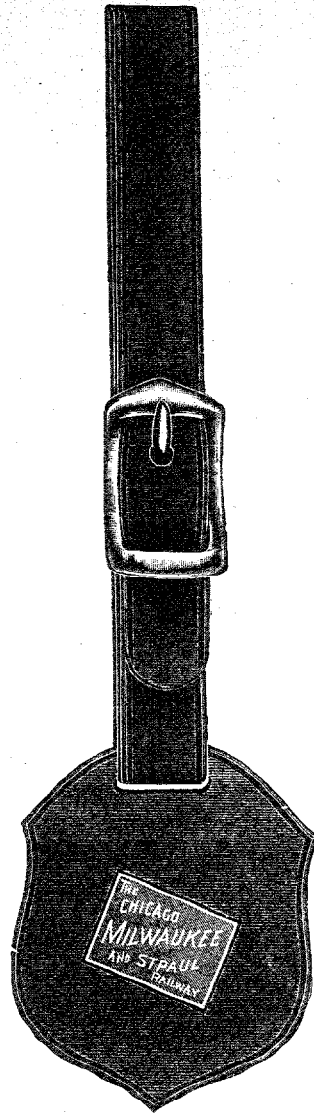
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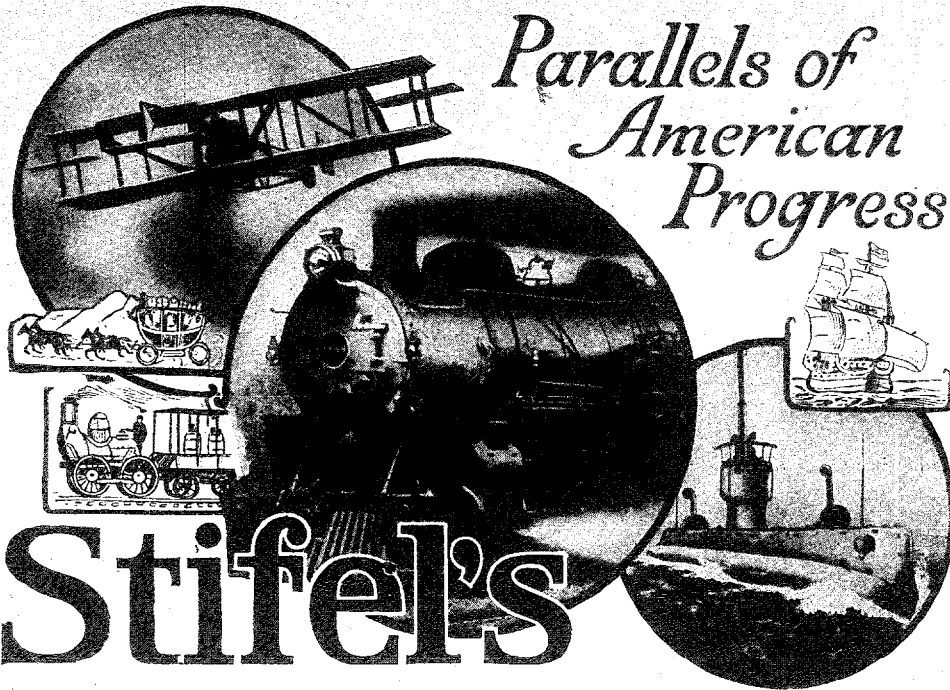
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Get Together

L. E. S.

"That man thinks so much of the company he works for, that he would give them his right arm if he thought it was needed and he would not wait to be asked." This was the remark passed in my presence a few days ago in speaking of a well-known gentleman in San Francisco, and I can conceive of no higher praise.

Our Magazine has a section headed, "GET TOGETHER," and I believe that to be a bully slogan to adopt for our system. Has it ever occurred to you, gentle reader, that this slogan is a sure cure for business ills, family troubles and political mixups; that it will remedy discontent, impatience, distrust and suspicion in the twinkling of an eye, and that as a watchword, a catch phrase or as the Irish say, "A word in the mouth," it is second only to the Golden Rule?

How long would the men of large and muscular jaw, whose chief asset is the use of language to stir up trouble, last, if we who suffer most would only "get together?" To be sure you can sometimes hardly hear for the noise, but the "spielers" have to stop for breath once in a while, and then is a pretty good time for common sense and the individual to find

out that the remedy which begins by destroying or hampering our means of procuring bread to make political positions for the unfit is like tearing down the front door to get the key.

Our company's interests are ours; when our company is hurt financially, it means a lay-off for somebody and at the time we are so conscious of our virtue in having followed a temporarily popular leader, it has been, if we will look around, at the expense of our fellowman. Napoleon said that every private carried a marshal's baton in his knapsack; and A. J. Earling rose from telegraph operator to president of our magnificent organization. This was done by loyalty and hard work. "Knocking" was not known in those days, cohesion was a real force and through it and only so, was our present wonderful system built up.

Business is good, the times are improving generally, more men are working now than for a long period, and this would seem to be a good time to exert our reasoning powers and philosophize over what has taken place in the past few years, to the extent of "never again."

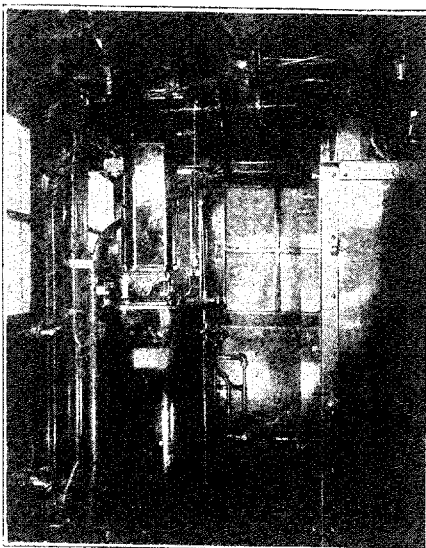
"Get together" means "safety first."

The Electric Locomotive

By the Editor.

The Magazine has been fortunate in being able to present from time to time, some of the interesting facts and aspects of electrification. The new electric locomotives have been pictured and certain general details in regard to them have been given. To compare these new machines with and to point out their differences from the steam locomotives in the manner of bringing about the same results, is the object of this article. Technical details and terms have been avoided as much as possible, and while considerable repetition in statement of fact occurs, the radical departure from old methods and old tools has made it seem desirable to emphasize the analogies and variation in a number of different examples. The illustrations accompanying the article have been furnished by the General Electric Company, which has the contract for building the new electric locomotives.

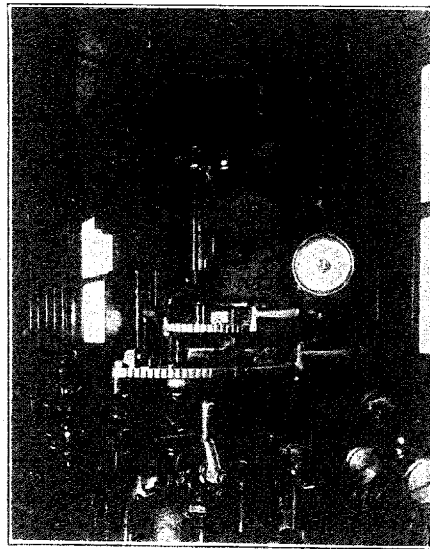
In externals there are no points of resemblance between the steam and the electric engine, but in so far as they



The Engine Cab.

are designed to pull heavy loads, their functions are analogous.

In the cab, so-called by courtesy only, for in reality it is a compartment at the front of the locomotive structure, the engineer sits at the right hand, and in front of him are the controllers for the power, for the regenerative braking system and for the air-brakes.



Levers and Quadrants—Power Controllers.

Above these is a speed indicator and there are two ammeters—one indicating the power taken from the trolley line and the other showing the power returned to the trolley line through the process of regenerative braking and carried along the trolley to other trains; or if there are no other trains requiring it, back through the sub-stations and meters, which credit the railroad company with the returned current.

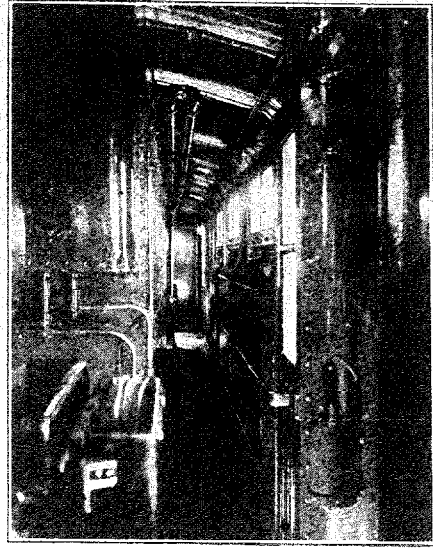
The power controller is operated by a lever carrying a ratchet that travels over a notched quadrant, the movement of the lever applying the power and controlling the speed of the train. Although with the ratchet in place, the lever can move forward but one notch at a time; it is easily handled, and if ordinary care is exercised, there is no jerking when the train is started.

Because of the extraordinary high power necessary to operate trains this

controller does not handle directly the entire energy derived from the overhead wires; its peculiar function being to direct a number of what are called solenoid switches. These solenoid switches are built in "banks" encased in steel cabinets and occupy the center of the engine where they are easily accessible for adjustment and repair. They are electro-magnetic in distinction to hand operated switches and are specially designed for use with very high power. In lighter traction work, as for example, in most street cars, solenoid switches are not used because the main currents are much lighter and can be handled directly in the controller by hand-operated switches.

The function then, of the solenoid switches, it will be seen, is to control and distribute the energy taken from the wires, and directed by the engineer from the controller switch or lever, to the motors in various ways and combinations, to secure wide ranges of speed and proper control of the train. This function is comparable to the control by the engineer of the flow of steam in the steam locomotive, from the boiler to the engine by means of the throttle and its proper application through the slide valve as controlled by his reverse or link-lever.

The electrical energy is led to the motors which are carried on the main trucks and geared to the driving wheels; and the motors convert it into mechanical power delivered to the drivers, just as the energy of the steam is converted in the cylinders and applied to the driving wheels of the steam locomotive. The principal difference is that in the case of the steam engine it carries its own power plant in the shape of a fire-box and boiler, thus making it complete in itself and independent of any external source of energy; whereas the electric locomotive must derive its energy from some external source such as a steam or water power plant, with the trolley and overhead distribution system as the connecting link between the source of power and the locomotive. It will thus be seen that the electric locomotive is not per se a primary producer of power, but merely a device for con-



Left Aisle—Solenoid Switch Cabinets in Center.

verting electrical energy into mechanical power.

On the steam locomotive there are various accessories necessary in the proper operation of itself and the train, such as injectors for supplying water to the boiler; air pumps to furnish compressed air for the brakes, and usually a lighting dynamo, driven by a steam turbine to operate the headlight and other lights about the train and engine. In like manner the electric locomotive has its accessories, such as an oil-fired steam boiler used to heat the passenger train; motor-driven air-compressors for the brakes (these instead of the steam air-pumps on the steam locomotive), and exciter units consisting of small motor-driven dynamos which perform certain necessary functions in the process of regeneration.

Also, in steam locomotives, there are certain indicators to guide the engineer, as for example, a steam gauge to show boiler pressure, a gauge to assist in the operation of the air-brake system and a water gauge and cocks to show the height of the water in the boiler. The electric locomotive likewise carries instruments that guide the engineer in handling the engine; such as the two ammeters mentioned above. The one indicating the quantity of power or energy that is being taken from the main power line, and the other showing the amount of energy that is being sent back to the line through

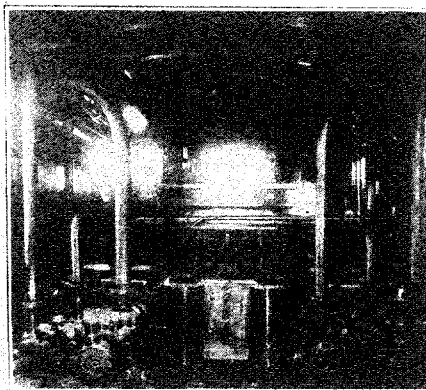
regeneration when the train is coasting down grade. There is also a speed indicator; a gauge to assist in managing the air-brake system, and other devices by which the engineer may at all times determine the working of the various functions and accessories of the locomotive.

Up to this point, therefore, there are analogies in the duties of the various parts of the steam and electric locomotives; but there now enters a feature exclusive to the electric; and one to which the steam locomotive has no parallel, i. e., the regenerative braking system. This may be termed a high refinement in electric traction, and one for which any explanation must become more or less technical.

Regenerative braking is a process of producing electrical current within the motors of the locomotive by converting the motors into generators, the current thus produced being returned to the trolleys; and the force of gravity which tends to make the train run away down the grade is the power that drives the generators, and the work which it is thus called upon to perform operates to hold the train back. Through the line current control this retardation is governed by the engineer who thus handles the speed of the train as his judgment suggests. For example: when a train has been hauled up and has reached the summit of a long grade, there has been performed by the locomotive, whether steam or electric, a certain amount of work which may be divided into two component parts—one being the power necessary to overcome the friction of

the wheels on the rails, the axles on their bearings and the air or wind-resistance. The amount of power in this component is the same when the train has been hauled an equal distance on a level stretch of road. The other component, and in mountain rail-roading, by far the greater of the two, is the power necessary to lift a weight corresponding to that of the train through a vertical distance equal to the difference in level between the starting point and the crest of the grade; as for instance, if at the foot of the grade the elevation is 1,000 feet and at the crest it is 2,000, the power developed must have been sufficient to lift the train perpendicularly, 1,000 feet. So we have in the performance of the engine, an exertion of power enough, first: to overcome friction and wind resistance, and second: to lift the train vertically to the required altitude, supposing the ascent of the mountain could have been accomplished in that manner. Bearing this in mind, it will be easily appreciated that the train represents a considerable amount of energy, by reason of its position at the top of the grade, its weight and the force of gravity. Now a portion of this energy, if a means could be provided, could be recovered from the train, or delivered by it, when it descended the grade. In steam locomotive haulage no means have ever yet been devised for utilizing this stored or potential energy, and it, therefore, has always been dissipated and lost in the heating of and consequent wearing of brake shoes and wheels incident to the application of brakes, to control the speed of the train on the down grade. Now, for the first time in this country, the direct current electric locomotive provides a means of reclaiming this lost energy through the process of regeneration.

In coasting down grade the motors on the electric locomotive, as has been said, become electric dynamos, completely reversing their former functions of converting electrical energy into mechanical power; and through a very ingenious and highly developed method of control, they turn the energy of the moving train into electrical energy which is fed back through the panta-



Motor Driven Air Compressor.

graph into the trolley which carries it miles and miles away to another train that uses it in climbing the grade, or back through the sub-station to the transmission lines. In other words: instead of retarding or holding back a train by the wasteful operation of applying the air-brake, the force of gravity which would tend to make the train run away down grade if uncontrolled, is made to drive or push the locomotive and through this means, operate the motors that have become generators or producers of current instead of consumers.

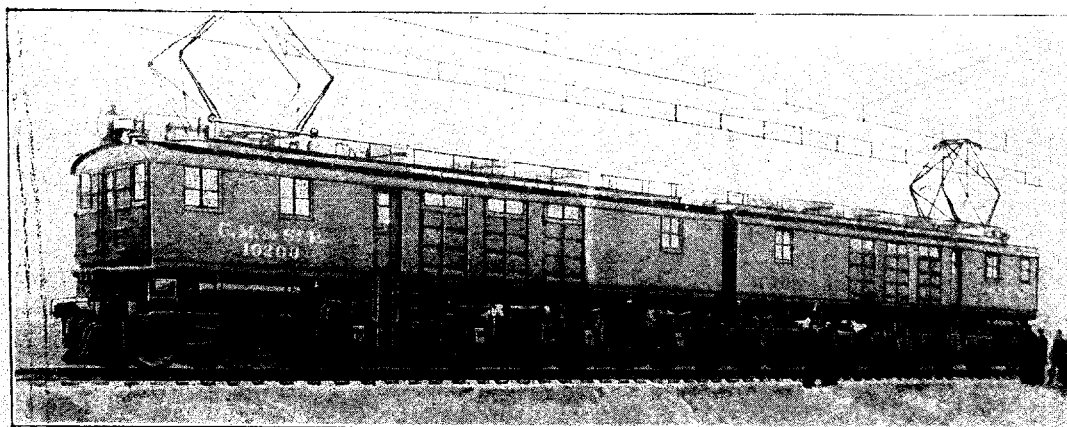
For example: In a powerhouse, an electric dynamo is driven always from some primary source of power, such as a water wheel, a steam or gas engine; and in regeneration on the electric locomotive, the force of gravity driving the train down grade is utilized in the same manner as the stationary engine or the water wheel in the powerhouse, driving the motors on the locomotive which have been converted into dynamos. The power required to drive these generators, as stated, creates a retarding effort sufficient to control the speed of the train.

To illustrate further, by means of the old-fashioned clock which is wound by raising the weight. In doing this a certain energy is expended and this is represented by the elevation of the weight, its own weight and gravitation, tending to draw it down. If, now, the chain or cord was cut, the weight would fall, doing no useful work in its de-

scend, or in other words expending its energy wastefully. Likewise, if the train at the top of the hill were allowed to run free down the grade without any retarding effect, it would attain such speed as to leave the track. If on the other hand, the clock weight is made to fall slowly by the resistance offered by the mechanism that runs the clock, its stored energy is used in performing work. Thus, the speed of the train on the down grade is held back within safe operating limits by the motors now working as electric generators or dynamos and producing electric current and sending it back into the trolley line.

In this manner the train is allowed to coast downhill at any speed desired without the wasteful application of the brakes, and with the advantage of returning to the line a portion of the energy drawn from the powerhouse and expended by the engine in hauling the train up the grade on the other side of the mountain. Air brakes are used for stopping trains at stations, etc.

Regenerative braking, therefore, is a manifold benefit to the railway company, since it is an economizer of current by producing energy that can be used elsewhere, thus saving the amount which has to be purchased from the power company; and because it economizes in wear and tear consequent upon the application of the air-brakes and their effect on brakeshoes, wheels and rails—no inconsiderable item of operating expense.



Doing Your Part in Electrification

S. D. Roberts.

In the days before the first locomotive whistle waked the Rocky Mountain echoes, a band of courageous men undertook to carry Uncle Sam's mails from the Missouri to the Golden Gate on the backs of ponies.

This Pony Expressing was no one man's job—the trail that the ponies' hoofs cut into the prairie sod and the mountain mosses marked the achievements of a chain of daring men. The first horseman bearing the precious saddle bags left St. Joe on the "Big Muddy" and struck smartly away into the West. Speed was his motto, and one by one he left his panting ponies at lonely posthouses while he and his mail bags took new mounts.

Then far along the dusty way the second horseman was waiting. He took up the precious freight and was off like a shot through a land infested by bandits and hostile Indians. After a long stretch of miles, he cantered into the corral where the next horseman waited. He in turn took the burden and his pony beat a tattoo along the sun-baked trail across a no-man's-land toward the mountains. The next man to get the bags had to be a mountain climber and he spurred his cayuse up the rugged defiles and across the upland valleys of the Rockies. Miles out across the alkali dust beyond, another horseman waited. He took the letters that had come a thousand miles and pelted off across the scorched plains.

Finally, far down the western slope of the Sierras, the last horseman waited. Out of the dust came a gray figure and plumped the grimy saddle bags into the bend of his arm. The letters had crossed the continent. Brave men had given every ounce of their devotion to bear these missives of love and friendship across a dangerous land. And now, what would the last man do with the letters? For outlaws lurked along the valley of the Sacramento and one misstep, one act of

cowardice would have nullified all the work of the previous heroes of the saddle bags.

It was the last man who helped to carve the name of the Pony Express upon the enduring granite of our history. It was the last man who helped to send the fame of American horses and riders drifting around the world. For he always came through with the saddle bags. San Francisco could always depend upon that last man in the great relay of the Pony Express.

This spring, we of the "Milwaukee" organization are witnessing another such magnificent relay. The precious burden of the great achievement has been borne onward across the plains of effort and over the mountains of difficulty, until now ahead gleams the tide-water of fruition. Every man thus far has done his part most notably. Only one more leg of the journey remains. The precious saddle bags are even now being turned over to the last man. In his enthusiastic keeping now rests the full success of the achievement.

This great achievement is "Milwaukee" electrification, and the last man is the agent.

Let us take a few moments to review the steps of this epochal event—electrification. Let us note who are those individuals and groups of men that have placed the crowning glory of perfect travel upon the brow of American railroading. Let us see who have run the relay.

It is a story of several chapters, each of which sets our blood tingling with admiration.

It started with those men who built up the "Milwaukee" traditions. When the history of transportation comes to be written, the "Milwaukee" will take a lofty place amid the pioneers. This does not mean merely that it was the first road to penetrate new territory—It means that it was the first road to introduce many modern efficiency, com-

fort and service features that have placed American railroading in the vanguard of the world. All the world's crack trains today are steam-heated and in being so they have followed the example of the "Milwaukee." Electric lights have added a world of comfort to travel—the first electric-lighted cars were "Milwaukee" cars. Veteran travelers will tell you that modern trains are decidedly more commodious and roomy than those of twenty years ago—this movement toward roomier equipment was started by the "Milwaukee," and today the "Longer—Higher—Wider" berths of "Milwaukee" sleeping cars are world famous.

Thus there has long stood with us a wonderful tradition for pioneering that has made the pioneer achievement of electrification possible.

The next step in the great relay was made by the chief executive of the "Milwaukee." His was the vision to see the transcendent importance of electrification—his was the influence that interested the directorate to expend millions on it. His was the judgment in planning and the persistence in carrying out the vast work. It will stand as one of the master conceptions of the century.

And now the work was taken up by the construction department. Already with a brilliant record for having builded a transcontinental railroad in the unprecedented time of three years, it brought to the work a great enthusiasm and unrivalled ability. It called to its aid the best that the world could command in allied fields of engineering. Already the harness had been laid on the foam steeds of the mountain waterfalls. "Milwaukee" engineers stepped in and opened up a colossal market for electric current. The result was a marvelous expansion of the electrical industry throughout the Rocky Mountain district. Experts have predicted that as a result of the "Milwaukee" electrification, a notable industrial up-building will take place in the Northwest owing to the cheap current everywhere available and the improved transportation.

The problems of effectively producing and transporting this enormous

power being solved, orders were given to have constructed electric locomotives more powerful than any others in existence. This was done, and today the world's locomotive monarch bears the name "Milwaukee."

Having successfully grappled with the great engineering problems of electrification, the construction department rested from its labors and turned the saddle bags over to the operating department.

Last winter was the bitterest in Rocky Mountain history, in the matter of continuous cold weather. There were times when the mercury went to fifty below, and every steam engine in the mountains was frozen. So here was the operating department with a new style of locomotive to master, with the eyes of the world upon them, and with the severest of all winters gripping the Great Continental Divide.

They applied themselves to the job with the true mettle of "Milwaukee" men, and proceeded to hand up operating records that the oldest veterans had said could never be made in the mountains. They took belated trains through the mountain blizzards, and instead of stalling in the storms, they come through the snowdrifts as if they were June zephyrs, and with the weather man ready to report that they would be hours late, they made up lost time and arrived on schedule.

It was next "up to" the publicity department to see that knowledge of the electrification went ringing across the land. It responded with the greatest publicity and advertising campaign in the history of the road, and probably the greatest individual publicity campaign in railroad history. Millions know of the electrification; magazines and newspapers everywhere, from the greatest metropolitan dailies to hundreds of small town weeklies, have voiced their appreciation of this work. Telegrams of congratulation have poured in from great scientists and statesmen. The world knows that the "Milwaukee" road has made one of the most far-reaching advances in transportation history.

Thus the great relay has moved steadily on, until the last man has been

reached. It is now time for the road to begin to reap the benefits of its labors. It is now time to see to it that electrification shall definitely bring increased reputation, good will, and traffic for the "Milwaukee." All the others have toiled valiantly in order that the agent shall do his part and pile up the larger business. That he will do his part and more, too, there is not the least shadow of a doubt. Past records set that matter at rest. Already the agents are clamoring for the means to spread a knowledge of the electrification in their community. One reason for this article is to lay such suggestions as we have before all the agents and to invite suggestions from them in return.

The agent is a legion in himself, for he is often the man "closest up" to the public. He comes directly into contact with them. They are his friends and neighbors. He is acquainted with his community and knows who is thinking of taking a trip. Sooner or later, nearly all those in the community who travel go to him for tickets. They wait in his station for their trains and spend their time reading the literature he has posted on the walls. They ask him questions, and by word of mouth he can usually make his message more intimate and effective than is possible with the printed word. He represents a great transportation system. He represents some of the most modern, most luxuriously equipped trains in the world. In winter he represents the charms of California and Florida. In summer he represents the delights of the cool North Country and wonderful travel attractions of the Great West.

The agent, therefore, more than any other man can make the public realize that the electrification is a wonderfully big event—that it eliminates great wastes; vastly improves train operation, presents decided advantages to the shipper, and yields a new world of comforts and delight to the traveler.

First of all, every agent should read carefully all the literature on the electrification. Some of this has already been sent, and from time to time he will receive other pieces of literature bearing on this subject. It will not

take long to master thoroughly the whole subject, and there are several parts that should be thoroughly mastered—the superiority of the electric over the steam locomotive; the better train operation; the vast conservation of resources through the use of water power instead of coal; the marvel of regenerative braking; the pronounced economies; the lessened wear and tear on track and equipment; the increased safety; the practical elimination of the difficulties of snow and cold; the smoother riding; cleanliness; freedom from fumes and cinders; and the clear views possible on a trip that has no trailing engine smoke.

The next step is to see to it that the proper electrification literature is posted in the station. Literature for this purpose will be sent from time to time.

Another way to reach the public is to say a few words personally to those waiting in the station. A personal reference to the literature on the walls or the handing out of booklets to likely prospects will bring the matter definitely to their attention or cause them to study it more closely. Still another way is to inquire or ascertain from the newspapers who in the community contemplate taking trips west, and to get the electrification literature into their hands.

There are still other ways—members of the agent's lodge, club or church may be reached personally. Sometimes he belongs to a society that gives literary programs. A talk on the "Milwaukee" electrification would prove very interesting on such a program; or such a talk could be suggested to the Women's Clubs. The school teacher often gives talks to the children on important events and new discoveries and inventions. High school classes in physics and electricity have almost universally shown an interest in this project. Electrification literature, therefore, should be supplied to the school teachers.

The company has an excellent moving picture film showing trains electrically operated, climbing over the Rockies, the sub power stations, and

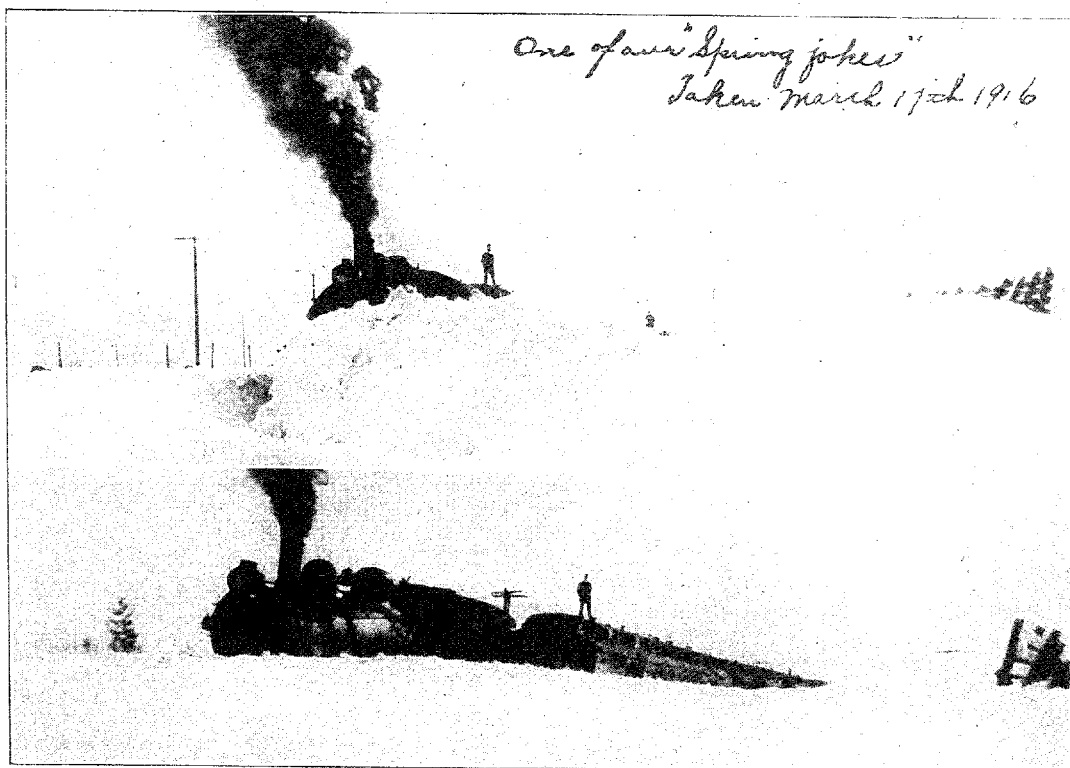
other interesting phases of the electrification. The Passenger Department will release this film free to any agent upon request. As a rule, any moving picture theater will be glad to use the film, as it provides about 750 feet of instructive entertainment free of cost. This film shown to friends and neighbors will help them more fully to realize both the progressiveness of the "Milwaukee" road and the wonderful scenery of the electrified route.

Prospective shippers should not be overlooked—they will find it distinctively advantageous to ship to the Pacific North Coast and points intermediate over the "Milwaukee." For decided improvements in train operation have come with electrification. In practice, the electric locomotive takes the place of four steam locomotives. It handles its full tonnage over the mountains at from 15 to 16 miles an hour, while the speed of the steam locomotives carrying its full load has been only from 8 to 10 miles an hour. There is far less track congestion, the long coal trains now being gone. The cold and snow of winter no longer are a

cause for delay. These are a few of the many reasons why the shipper should give preference to the "Milwaukee."

The agent of the larger station is not the only man who can make a good ticket sales record by pushing electrification. Some of the best travelers in the country live near small stations. It is expected that many thousands of dollars will this year be spent for travel over the "Milwaukee," which can be credited to the electrification publicity of the small stations.

As has been said before, this article does not by any means exhaust the methods the agent can use to extend the knowledge of electrification in his community and thus increase his ticket sales and improve his record. Other methods will occur to the agents themselves. The writer suggests that agents send their ideas to the Editor of the Employees' Magazine. All suggestions will be gladly welcomed, as they may prove helpful to other agents in spreading the news of the "Milwaukee's" greatest pioneering achievement—Electrification.



Some Snow on Superior Division.

Efficiency and Co-Operation

A. C. Irwin.

The important subjects, Efficiency and Co-Operation, have had considerable attention in the pages of the *Employes' Magazine* and much of value has been said.

Efficiency and co-operation in all departments of railway transportation will be more and more required in the future largely because of additions to operating costs arising from steady increases in the cost of supplies and labor, and considerable additions to fixed charges from the cost of non-revenue producing improvements forced upon the railways by legislation of one sort or another. It is to be hoped that a somewhat more reasonable attitude toward the carriers will be assumed by the various commissions and legislatures, and that some measure of relief will be obtained through an increase in rates, but complete relief from this source is not to be expected soon. Also, there will always be a tendency on the part of the public and its representatives to hold the railways responsible for any failure to measure fully up to the transportation needs of the country—no matter how much legislation contributes to such failure by burdensome and unnecessary requirements and by denying proper compensation for the services rendered. Competition, too, though not of the "cut throat" kind of some years ago is still and will continue. Of two competing roads whose fixed charges have the same ratio to their volumes of revenue business, and whose standards of maintenance are practically the same,—the one having the lowest ratio of operating expenses to gross revenue will likely be paying dividends when the other is in the hands of receivers.

The ratio of operating expenses to gross revenue is largely dependent upon the efficiency of the organization as a whole, that is, upon collective efficiency; and an increase or decrease of such efficiency may decide between prosperity and insufficient margin of revenue.

Collective efficiency is obtained through the co-operation of effective individuals.

The individual owes it to himself and to his employer to be efficient. He tacitly agrees to render the best service of which he is capable when he accepts employment, and his honor and sense of justice and loyalty demand it. Nor can he afford, from purely personal and selfish reasons, to allow himself to fall into slack and inefficient habits, for these re-act upon his general personal effectiveness in any activity or enterprise in which he may engage.

Individual efficiency originates from a desire to do work in the best possible way and is dependent upon the will for growth. Will-power is required to keep the forces of nerve and muscle under control, and to impel the intellect to find the best way to apply these forces. Intellect, commonly called "mind" or "brains," must be always on the job—sorting out wrong practices, eliminating false moves, and inventing rapid, accurate and sure methods.

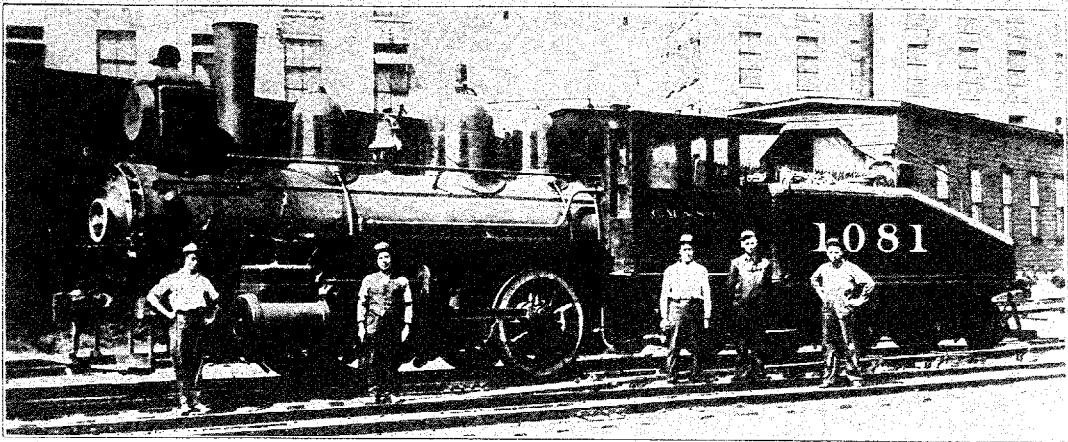
It is not enough to be a hard and constant worker. The human machine can be pushed to its own detriment. It must be regulated by fatigue and relieved by taking thought. High efficiency requires that the individual be in "good trim," and this requires good habits and common sense.

To these requirements must be added a thorough knowledge of the work in hand. This is gained and made valuable by conversation, reading, experiment, experience and thought. Conversation makes known the knowledge gained by others. Reading opens a great storehouse of knowledge on practically every subject concerned with transportation or any other matter. Experiment demonstrates the practicability of ideas and often discovers or suggests new ones.

Experience furnishes a background upon which to judge the practicability of a plan for improvement.

Thought crystallizes the knowledge gained and arranges the data for use.

In concluding these general remarks, we wish to leave the thought that in all our service, the Milwaukee System is the Big Thing, and that it is far and away above any individual in its claims upon our best efforts. Loyalty to the System's best interests is of the highest type and should be most cultivated.



Engine 1081.

When the following message, "W. H. Rivers, R. H. F., Racine, Wis. Send engine 1081 to Beloit, crew to return with engine 1144. E. F. H." was flashed over the wires on January 30, it probably caused no more comment than the hundreds of similar messages that are being sounded every minute of the day. Still in a way it marked an epoch in the course of advancement that the C. M. & St. P. has been and is making.

Engine 1081 was built about 1882, and shortly afterwards was sent to work at Racine, and for over thirty years has handled most of the cars that have arrived and departed from that station. For sometime it was used as a transfer engine between Racine and Western Union Junction, now known as Corliss, and great stories have been told of the big trains that her crew succeeded in pulling over "Catliff Hill." Thirty loads was a regular thing; today a "B-4" stalls with an equal number of loads.

As business increased the 1081 was used only as a switch engine at Racine and Racine Junction. Later, the company was compelled to put a second engine at work in the yards; but as the 1081 was one of the heaviest of the four-wheel engines it was kept in the yards at Racine and the other engine did the work at Racine Junction. A few years ago, in order to handle the ever-increasing traffic, a large new switch engine was put in service at Racine and the 1081 was transferred to "The Junction," where it has been used ever since, but, owing to the size and weight of the modern cars it was at last found to be necessary to use heavier power and as a consequence it has been transferred to Beloit.

Like many other engines that were in service in "those good old days" (?) of the link and pin, this engine took her toll of fingers and hands and it was this same engine on which he had worked for many years, that accidentally injured the arm of Engineer Robt. McFarlane so that it was necessary to have the arm amputated.

As a veteran employe this "old mill" should be eligible to membership in most

any association where "faithful service" is the password, but like many other old servants, when the day comes—as it surely must—that something bigger and better must be used we may expect to see her switched onto the track, marked "scrap."

The Road of Yesterday.

Often while traveling the road of Today,
My chauffeur, Thought, will lead the way;
And memories sweet and sad he greets
As he follows Heartache trail till it meets
With the road of
Yesterday.

I stop awhile at the top of the road
Thinking perhaps of the heavy load,
Of the steep old hill
And many a spill
On this road of
Yesterday.

There at the foot stands the dear old home;
How I'd love to return, no more to roam;
But none may tarry for very long
On this wondrous road with its whispering
song,
Of the joys of
Yesterday.

It is sweet music--this whispering song,
That it brings you again, tho' you may not
stay long;
Yet it whispers of sorrows and many regrets
And other things also one ne'er forgets.
On the road of
Yesterday.

—End Era.

Mr. Kenyon, ticket agent at Portage, accompanied by his wife, has just left for an extended trip throughout the West. Mr. Kenyon has been an employe of the C. M. & St. P. for forty-three years, the last twenty-six years in the ticket office at Portage. He has not taken a vacation for twenty-two years. They go from Chicago west on the Santa Fe line to California, where they have a daughter, Mrs. L. A. Squires, living. They will visit Fresno, Portland, Tacoma, Seattle and return home via the C. M. & St. P. All employes join in wishing them a pleasant trip.

The Railroad Situation

In spite of more prosperous conditions and times, there still exists a "railroad situation." Railroads are blocked with cars and earnings have increased, but in the face of the most apparent necessity for additional facilities to prevent in the future such congestion as prevails now, particularly on eastern roads, there is still very little indication that railroads either intend or are in a position to make these much needed improvements. Here we have the "situation." Railroads, in spite of greatly increased earnings, have not the money and are not able to get the money to go ahead with the betterments they very well know are needed and that they are most anxious to provide. The reason for this is that capital is not attracted by railroad securities. This condition promises to continue as long as expenses increase and the earning power is restricted and regulated without a corresponding restriction and regulation to bring about co-ordination and a proper balance on the ledger, instead of a confusion which does not show any indication of resolving itself even with the good times and the improved conditions in most lines of business.

In an address on "The Crux of the Railroad Difficulty," before the Traffic Club of Boston, Mr. Ivy L. Lee of New York stated clearly the situation as it now is, the reasons therefor and the only remedy which can be applied to bring order out of the existing chaos. In part he said: "The fundamental necessity is that some method be worked out of co-ordinating railroad earnings and expenses. At present railroads have little control over either their expenses or their earnings. Both are thoroughly regulated. The vital defect is that at no one point is focussed responsibility for regulating both earnings and expenses so as to make it certain that expenses shall not increase faster than earnings." Mr. Lee follows this up with figures to show what has happened in the past ten years. For the year ended June 30th, 1915, the railroads of the United States carried 66,000,000,000 more tons of freight one mile than for the year ended June 30th, 1907; and carried 4,000,000,000 passengers one mile, more than in 1907; and during that eight years the railroads expended \$4,800,000,000 of 'new money' in providing facilities for the increased business. In 1907, before this increased investment had been made, the net operating revenues of all railroads were \$840,589,764. After paying taxes amounting that year to \$80,312,375, the railroad net operating income (that is all money available for paying interest on bonds, dividends on stock, making improvements out of net earnings and providing a surplus against

further needs—amounted to \$760,277,389. For 1915, preliminary estimates of the Bureau of Railway Economics indicate that the net operating revenues were about \$872,000,000; taxes were at least \$133,000,000, leaving a net operating income of \$739,000,000. Thus, having rendered the increased service referred to, with new facilities supplied at such great expenditure, the railroads nevertheless found at the end of 1915, their net operating income was \$21,000,000 less than for 1907 before that \$4,800,000,000 had been spent.

* * * * *

"Just how chaotic the present situation is may be indicated very briefly. Expenses may now be arbitrarily increased by law, by awards in wage arbitrations, by taxing authorities or by public pressure. Rates may not be increased however, except by authority not alone of the Inter-State Commerce Commission, but also of every state through which the lines of railroad run. The result of this system is that expenses are increased without regard to how the money is to be obtained to meet them. This happens in several ways, among others. First: Individual states pass full-crew laws, grade crossing laws and other measures, all adding to expense but not to earnings. Second: Local authorities assess taxes, regardless of how they can be paid. Third: The postmaster general may impose heavy burdens on the railroads in carrying the parcel post, without obligation to meet the expense involved. Fourth: Public opinion forces the roads to make enormous expenditures for steel cars, new passenger stations and such like—all desirable no doubt, but adding practically nothing to net earnings. Fifth: The umpires in wage disputes have no responsibility for obtaining the money necessary to pay the bill.

"When the railroads seek to obtain money to meet these and other expenses forced upon them, they find the following conditions: First: Even if the Inter-State Commerce Commission authorizes advanced rates, the increase may be nullified by action of the State Commissions. Second: Even if an increased rate is ranted and is subsequently declared to be reasonable, the commission may have suspended the rate for ten months, without later recourse by the railroad. Third: Neither the Inter-State nor the State Commissions have established standards whereby the carrier or the public may be able to determine what shall probably be declared to be reasonable rates.

* * * * *

"The fundamental difficulty in our treatment of the railroad problem has been a failure to recognize the nature of just what we were doing. The existing rate struc-

ture grew up on the basis of a railroad system designed to supply simply the elements of transportation. The railroads were expected to carry a man or a thing from one place to another, and not much consideration was given to the safety, speed or the comfort with which the service was rendered. Then, as the tendency developed to hold rates stationary, the public demanded a constantly higher standard of railroad operation. For a time, the efficiency of the American railroad manager made it possible to meet the cost of the many improved methods out of economies. In recent years, however, the demand for higher standards had been accelerated, whereas the difficulties of increasing rates to meet the increased cost, have become extraordinarily tedious and difficult, indeed usually insurmountable. We, in this country, now, are demanding better railroads. We want steel cars, block signals, grade crossings eliminated, new passenger stations, and high wages for employes. All these features are desirable, and railroad managers are very glad to provide them. But the public generally fails to realize that all these things cost money. The railroad treasury is not inexhaustible and no more money can be spent than is taken in. If the public wants a railroad with every modern improvement, it should have it. But the people, when demanding such a railroad should make up their minds to pay for it. There is no more reason why we should expect to have better railroads than we are willing to pay for, than that we should expect to have better dwelling houses than we are willing to pay for.

* * * * *

"But it is said that conditions are better now, the railroads are making quantities of money, and the situation is solving itself. No more complete fallacy could be uttered. It is true earnings are greater than they were last year. Net earnings always increase when a burst of railroad activity follows a period of depression. It is of course doubtful to what extent the end of the war will curtail present gross earnings. But net earnings would have to be far greater than they are even now, or can be under the present rates, to earn an adequate return upon the new capital invested during the past ten years. More important still: there has been no fundamental change in the system and practices which have produced the failure to consider expenses as governed and limited by earnings. Our system of regulation is just the same, and has not been corrected.

* * * * *

"The war has brought to the railroads a sudden semblance of prosperity. But the pressure to enlarge expenses is already growing daily more insistent. This pressure exerted against the railroad managers is—demands for local improvement and increased taxes; and demands for increased

wages. It may be that both kinds of demands are justified, I do not argue the desirability or justice of them; but that an effective method may be developed for meeting the proper costs of providing the facilities the people need; and that the railroads urge the adoption of a unified, consistent and responsible system of regulation.

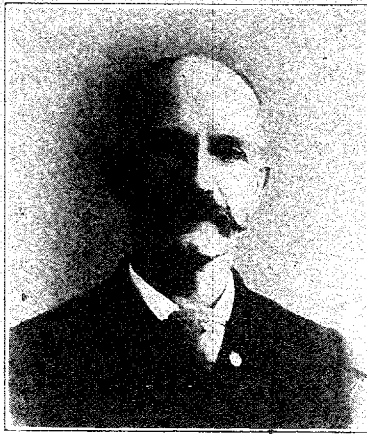
"The American people do not desire government ownership and they are equally and properly determined not to relax their regulation of railroads. But if private capital is to be attracted to railroad enterprise, the railroads must be permitted to earn revenues which will pay a satisfactory return. It is the belief of railroad officers that the people are willing and glad to pay a fair return on capital actually invested, but it will only be certain when there is a single regulating body supervising both earnings and expenses and able to determine whether a proper return has been earned, and if not, why not. The public today has no authoritative method of finding out just why new money invested in railroad securities does not earn a proper return. Likewise, even if the cause of the trouble were made clear, the people have not endowed any regulating authority with full and final power to see to it that adequate rates are provided to earn that proper return.

* * * * *

"The failure of regulation up to now, has not been due to the principle of regulation, for regulation when competent and impartial is most desirable. The present failure of regulation is due to the fact that it is now contradictory, inconsistent and self-destructive. In successful regulation the investor will be assured of a full opportunity to earn a reasonable return upon his capital; the manager will be assured of the proper reward of industry and enterprise; the public will be protected against discrimination and unwarranted burdens. Such regulation will result in the continued development under private ownership of an efficient railroad system."



"Some Farmer"—Nora B. Sill.



T. J. Hays.

"Tom" Hays, agent at Maquoketa, is one of the well-known men of the railroad in Iowa. He has been more than fifty years in continuous service with the company; is most efficient and popular; sticks strictly to business and no one ever heard of him taking a vacation.

W. C. Brown, former president of the New York Central Lines received his early training from this veteran agent and holds Mr. Hays in high esteem. It is notable, however, that Mr. Brown was never able to induce "Tom" to leave the Milwaukee.

Mr. Hays was born in Huntington, Pa., in 1841, and came West in 1852, landing at Freeport, Ill. He enlisted in the 46th Illinois Volunteers, in 1861, served three years and three months and was mustered out of service in 1864. He commenced railroading at Elkhorn, Wis. in June 1865, as helper when the old wood-burners were in use. After a year he went to Beloit as operator and bill clerk, thence to Burlington as agent, where he remained more than a year. He was sent from that point to Dakotah, Ill., and from there to Thompson, Ill., staying there about ten years. He was transferred from that place to Maquoketa in August, 1879, where he has remained ever since.

When the Irish Were With Us.

Geo. E. Waugh.

"Good mornin', Casey," said Mr. O'Brien, the roadmaster. "Do ye like it any better wurkin' here on McDermotts section than ye did when ye wuz wurkin' for Riley?" "Sure I do, Mister O'Brien," said Casey. "The day that man Riley wuz relieved of the shuvel and a time book put in his hand, the change that came over him wuz about the same as took place when his brother, Mike, left the grip car on Clark street to go on the polis force. Sure, Mister O'Brien, the first mornin' ather Riley wuz promoted sez I to him as had been me custom for years while the two av us wuz swingin' a spike maul together, 'Good mornin', Terry,' and instid of exchangin' the pleasanthy he swells up his chist like a karload of wet sponges, and sez he, repeatin' me well ment' greetin' with the scorn of a scorpion, 'Good mornin', Mister Riley. Don't ye know how to spake to the section boss, and have ye no respect for yor superiors?' Sure I was so completely stunned by the blow from the hand that used to take the Tip-Top I paid for and not return it until he had filled his dudheen and had two extra pipefuls in his pocket, that I was spacheless. Sure I didn't aven have prinsice of mind enough to swing the pick handle I had in me hand at his inflated skull until he got out of harm's way. But, thinks I, 'twill never do to let the loikes of that back-porch Irish imagine that me tongue wuz congealed by the dignity he assumed over night ather bein' promoted. So sez I, overtakin' him short way down the track, 'tis Mr. Riley ye are now.' 'Tis,' sez

he. 'Sure the authority the board of directors has given me as head of this section demands that me position be honored, and that no favors be ast of me be thim that might impose on their long acquaintanceship.' 'The devil, an' impose would I be guilty of,' sez I, 'and if you're as consated of your section as ye are of yourself sure ye'll soon have the general manager sweepin' snow from forninst the switch stands.' 'Tis damn brazen ye're gettin', sez he, 'for the son of a horse-stealin' offspring, it's back on the bog ye ought to be, ye durty, black republican.' Sure, ye know, O'Brien, 'twas hard enough for me to endure the rprimandin' I was gettin' be the way of introduction to the new section boss. But his last remark wuz too much for me to stand and at the same toime keep me self reshpect, so I planted him a kick between the two eyes with me roight fist, and from his gurgled exclamation Riley musht have seen the northern light or the golden shtairs, for sez he, 'Put me up with thim railroad magnaits and see that me wings have a large spread, for I wuz on the road to a place at a menogany desk before I wuz shtruck be that switch ingin.' Well, sir, when the rest of the gang pried me loose from Riley's neck and the invigoratin' atmosphere started thru his nostrals and he had taken off his imaginary halo and put his wings on the top shelf of the heavenly clothes closet sez he, Casey, where's that cupplin' pin he shtruck me with? 'You're crazy, man,' sez I. 'I shtruck ye with no weapon.' 'My my!' sez he. 'If poor Peter Maher only had a punch like that.' 'He had,' sez I, 'but he never had anyone as consated as ye are to make him mad enough to use it. Give me me toime now,' sez I. 'If I stay around here for a whole day I'd have ye kilt before evenin', and I'm far too loyal to the company to lave them flat on their back widout ye.' But I'm thinkin', Mr. O'Brien, bad cess to him, that Terry Riley misses me package of Tip-Top more than the railroad barons would miss him if I hadn't been stopped in the wurrk I had so well started." "I think so," said O'Brien. "I was going to ask ye down tonight—the old lady is goin' to have corned beef and cabbage, but as Riley is to be there and the company surgeon has gone to Milwaukee 'twould never do to have the two of ye together." "Tis so," said Casey. "Can ye blame me for hatin' the man who takes the bite out of me mouth like that?" "I don't," said O'Brien. "But ye can have yer revenge—dress up that shoulder and git in thim new tie plates and put this thrack in foine shape and I'll tell Riley what a gosssoon he was to let such a valuable man git away from him." "Do it, Mister O'Brien," said Casey, "and I guarantee that he'll think that you're expictin' the president out over the section. Oh, will I show him up! And Mister O'Brien, ye might tell him that the raison I'm not there for that corn beef tonight is that the superintindint is havin' me on his car for supper."

The Easter Bonnet.

She took a little velvet,
 She took a little straw,
 And she took a little parrot
 With some gidding on its jaw;
 She took a little ribbon
 And some rooster feathers, too;
 And she put them all together,
 With some pins and thread and glue.
 Then she added some red roses
 And a yard of burlap red,
 And some mignonette and spinach,
 And a mink without a head,
 And she piled them up in layers
 On a brim both wide and flat;
 And the sign read "Fifty dollars"
 For this lovely Easter hat.

E. K.

Safety First

A. W. Smallen, General Chairman.

Safety First in Cupola Chairs.

Much has been said about the order issued in August, 1915, relative to allowing only one chair in each side of cupola and that to be placed in exact center. All other ideas that the men had tried in order to make the position of the trainman whose duty it is to ride the cupola and watch the train as void of danger as possible had to be laid aside and the order fulfilled to the letter. Several men were injured on account of the new arrangement and the matter was taken up at a Safety First meeting and a committee appointed to draft something in accord with SAFETY. The main reason for the injuries was due to the fact that with the new arrangement of the chairs a man has no protection against being thrown through the glass window when train makes an unexpected stop. I was on the committee and got busy at once with the result that a much safer chair was put in my caboose on trial. The chair is one that can be put in any caboose in a position to give the man using it the required amount of space between chair and end of cupola, no matter which way train is moving; also gives a man more room when getting out of cupola window without placing himself in the dangerous position of climbing over the chair. The committee reported on the chair and a representative of the Chicago office came and examined it and asked that a blue-print be made and sent to the general manager. This is being done and the desire of the men is that something may be adopted along these lines. The work of the committee was gratis and done with the thought of lessening the danger incident to the work of a trainman. The question whether or not a patent had been applied for. Decidedly NO. The committee had only in mind getting a chair adopted that would give the men all the protection possible without thought of a cash gain to themselves. In this spirit the move has thus far advanced and if we can only see the men given this protection by the chair being adopted we will feel that we are well compensated for our labor and feel elated over the fact that we have perhaps saved a great many accidents and no doubt some fatalities. This, we feel is SAFETY FIRST. All that remains now is for the merits of the chair to make a favorable impression with the management and the adoption of the same by them.

Yours for Safety First,

GUY E. SAMPSON.

Rockton, Ill.

Dear Editor:—As a constant reader of our Magazine I thought of taking the pleasure to write a few lines in regard to the effort of the R. & S. W. section foremen to reduce accidents due to the disregard of the chance-taker, to a minimum.

On February 3, I attended a "Safety First" meeting at Beloit, Wis., G. R. Morrison presiding as chairman. Many different points of safeguarding limbs and lives in the various departments were brought to view; it was demonstrated and proven by many of our fellow employes, what had been accomplished since the movement has started. The trackmen respectively use all their power to remove all obstructions, which would result in injury to any employe or to the public frequenting our premises. Drawbars or any sort of scrap lying around yards are removed immediately; crossing planks kept to proper position, all frogs and switches blocked to standard rule.

As by my system I use all second-hand material up very close, like trackspikes, etc. I do not order them because I can get them, but only when I need them. Broken or loose body bolts in spring frogs can be replaced with little trouble, thus putting frog in serviceable shape again, lost brake shoes fit to be used again, are shipped to car inspector at Beloit, etc. Am anxious to hear from some other foreman along the division in next issue of The Magazine.

Mr. Larsen of the assistant general manager's office, discussed at the above mentioned meeting loss and damage claims during the period of one year. It is astonishing how high these figures run up, but they have shown some little decrease in 1915 against 1914.

Yours truly,

M. MURPHY.

Section Foreman, Rockton, Ill.

RAILWAY MEN TALK "SAFETY FIRST" AT BIG MEETING.

At the Commercial club rooms April 11 over 100 railroad men attended the "Safety First" meeting of the Chicago, Milwaukee and St. Paul Railway. G. R. Morrison, superintendent, presided.

On opening the meeting, Mr. Morrison addressed the audience at length, stating the object of the "Safety First" movement and what has been accomplished since its inauguration. He cited the fact that all the suggestions made by the men on the "fring" line were considered and that 95 per cent of the suggestions merited action and were a great factor in reducing accidents.

The chairman then asked the audience for remarks pertaining to safety and how to promote same in their particular line. Ed Engel, section foreman, Springfield, Wis., spoke on

the part the "trackman" contributes in reducing accidents by patrolling tracks carefully, picking up boards with nails in them and clearing the track of other missiles that often cause serious accidents to employes.

John T. Corbett, engineer of Racine, followed, stating that there were 10,000 violations in Racine of the state law prohibiting trespassing on railroad tracks.

P. J. Myers, attorney, gave a very interesting talk on the cause and prevention of accidents, stating that most accidents are caused by men not having their minds on the work. He cited the recent Theinsville wreck, where sixteen persons were seriously injured, having been caused by forgetfulness on the motorman's part.

Dr. G. W. Nott gave a very interesting and instructive lecture on "How to Prevent Accidents." He urged them to be sure and have a physician attend to any injury regardless how trivial, as many slight injuries were causing the physicians much trouble on account of neglect on the part of the injured to have the same looked after in time. Mr. A. W. Smullen, chairman of the Safety First Committee, recited the work of the committee, citing interstate commerce figures, how accidents have been reduced to a minimum since this movement started and that the committee will not be satisfied until accidents are entirely eliminated.

M. J. Larson of the assistant general manager's office spoke on "Loss and Damage," the stupendous figures involved and how to reduce same by careful handling and loading of freight. C. H. Dietrich, assistant freight claim agent, cited some figures as to how the shippers can co-operate in reducing the claims against the company by careful marking and proper billing of goods. H. A. Halderman, manager of the Western Weighing and Inspection Bureau, spoke on co-operation between shipper, railroads and employes in order to reduce claims and inconveniences and that his office is ready at all times to assist all concerned parties to expedite the handling of freight.

A special train left Racine at 10:45 p. m. to accommodate the railroad men that attended the meeting.

A Safety First meeting was held at Aberdeen, S. D., on March 8, 1916.

Safety committeemen present were: J. E. Hasburgh, M. J. Flanagan, H. M. Gillick, R. C. Bonehower, C. J. McCarthy, Ed Kerwin, Mike Bolan, Frank Tschol and T. S. Manchester.

The meeting was called to order by Chairman F. M. Melin, and minutes of the last meeting reviewed. In reading the minutes of the previous meeting, the suggestion that a walk be placed on bridge 276 at Milbank for trainmen and car inspectors to walk on, while trains were standing on the bridge. Superintendent decided that it could not be worked satisfactorily.

Personal injuries as of 1914 and 1915 read and approved by the chairman, showing a pleasing decrease. Comments on reports on other railroads in the lines of Safety First were made.

The complaint was again made of boys jumping on trains at Milbank. Officer McVeigh stated that this matter had been taken care of.

Report was made of improper display of classification signals, sometimes due to lack of sufficient number of flags and sockets for some and positions on head end not the same on all classes of engines. Chairman stated that he would take it up with the superintendent of motive power and endeavor to have it made uniform.

A suggestion was made that the practice of engine men and others putting flags and bars inside of head and beams on engines making it dangerous for anyone getting on engines after dark, be stopped. Suggestion is being investigated.

Complaint was made that automatic signal boxes at the east end of Aberdeen Yard were being left uncovered. Signal men stated that the matter would be remedied immediately.

Suggestion made that all air boxes in Aberdeen Yard be boxed up. Matter reported taken care of by car foreman.

Suggestion was made again that cars be left uncoupled at First avenue, Aberdeen, to allow an opening, so that the fire department could get through. This matter was taken up before, and will receive further attention.

Suggestion was made some time ago, asking that grab irons be placed on end of caboose. Irons being put on as fast as cabooses could be gotten on rip track. Practically all have been taken care of now.

It was again reported that passenger engines were loading coal too high, causing a loss of coal in shaking off when engines were moving at high speed, and endangering the lives of the public.

Hot boxes and bad order trucks on cars were discussed next.

Mr. Grantham mentioned a few claims being made of emigrants in charge of live stock getting off cabooses when freight trains had stopped at stations, sometimes to get something to eat, and, not knowing the nature of the ground, in the dark claimed injuring themselves, there being a drop of several feet from the steps of caboose to where ground sloped away. It was thought that if conductors and brakemen would explain conditions to them at such times, these cases would not occur.

The Safety First meeting then adjourned, and the Loss and Damage discussion was taken up.

On March 10 the Trans-Missouri Division held its Safety First meeting in the office of Superintendent Hill, the following members being present: F. G. Hill, chairman; E. Clothier, J. B. Duvall, H. C. Frits, R. W. Anderson, O. B. Tripp, C. F. Sack, L. W. Clark, H. L. McCaughey, L. P. Bamberg, D. Cook and C. Tanner.

Visitors present: General Superintendent W. B. Foster, General Master Mechanic Frank Rusch and General Freight Claim Agent J. M. Allen.

Minutes of the previous meeting were read and approved.

General Master Mechanic Frank Rusch spoke regarding goggles and impressed upon the minds of those present the importance in wearing same.

A general discussion was had regarding the use of goggles, and it was the consensus of opinion that it was the duty of the Safety First Committeemen from the Mechanical Department, and others from that department, to urge upon the men the use of goggles when performing work which might endanger their eyesight by their non-use. Mr. McCaughey spoke of a further Safety device which he had seen used in one of the shops on lines east of the river, in the nature of a screen covering work on which chipping was done for the protection of workmen passing in close proximity to the work.

General Superintendent W. B. Foster offered as a resolution that at Moberge roundhouse and shops that the committeemen from that department as well as the roundhouse foreman be delegated to urge the men doing work where there is need of the use of goggles to protect their sight and that they pass among the men with a copy of this resolution and appeal to them to use this safety device wherever they are needed; that Mr. Rusch be delegated to investigate the additional safeguard mentioned as used in the Dubuque shops, to see if it is not advisable to begin using same at the different points west of the Missouri River as a further protection to the people who may be passing by.

Motion was seconded and passed.

Chairman called to the attention of the committeemen the apparent lack of interest in sending in Safety suggestions on cards provided for that purpose. In this connection Mr. Foster suggested that as well as using these cards for the purpose originally intended they should also be used to bring before the division officials acts performed by various employes, worthy of commendation. He stated that he believed the men working west of Moberge

were just as competent and just as alert as those on lines east, but that commendable acts performed by them were being passed unnoticed, as evidenced by reading the page of commendation in the Employees' Magazine, where nine-tenths of the records were credited to men on lines east of Moberidge, and for this purpose he would urge the use of the Safety First Postal Cards.

Mr. Allen offered as a further suggestion that the minutes of the Safety First meetings be put in such a shape that they might be posted on bulletin boards and distributed among all employes that the men who were unable to attend the meetings might have an opportunity of learning what was being done, and the various suggestions and actions taken on same. In furtherance of this suggestion he offered a motion that the employes be urged to use these cards to report acts deserving of commendation as well as other acts, and that these cards be sent in, so that they can be taken notice of at the meetings.

Motion was duly seconded and carried.

The Musselshell Division held their monthly Safety First Committee meeting in the Y. M. C. A. at Miles City, Montana, on March 11, 1916.

Trainmaster J. W. Ross presided in the absence of Superintendent Spencer. After reading the minutes of the previous meeting, several addresses were made by: A. W. Smallem, J. M. Allen, J. W. Ross, R. R. Thiele, G. Dougherty, General Car Foreman P. Simm, T. E. Crandall, Chief Clerk Negley, Engineer A. E. Oliver.

Meeting adjourned at 10:00 p. m.

The Chicago Terminals held their Safety Committee meeting on March 14, 1916, in the office of Superintendent P. L. Rupp.

The members present were: T. W. Proctor, W. S. Howell, C. H. Dietrich, W. C. Bush, J. Costello, J. I. Lawler, A. J. Bernhard, G. E. Harper, W. H. Fesler, C. Chambers, A. Yappen, A. H. Scharenberg, F. Cusick, T. Williams, M. Burke, A. Larson, R. D. Benson, August Schumacher, F. McPherson and P. L. Rupp.

Meeting called to order by Superintendent P. L. Rupp. After reading the minutes of the previous Safety First Meeting, the chairman outlined what had been accomplished in the Chicago Terminals. Suggestions were then called for as to anything that had been called to the attention of the Safety First Committee prior to the meeting.

A suggestion was offered by Inspector J. I. Lawler that the apron that was built at the Galewood freight house platform be painted white, so as to direct the attention of anyone who may be working on cars at that point and prevent possible injury. This suggestion will be acted upon immediately.

Very interesting talks were given by General Foreman C. Chambers, Agent G. E. Harper, Assistant Superintendent W. C. Bush, District Carpenter A. Yappen, Chief Clerk A. J. Bernhard and Roadmaster Burke. Their talks were along the conditions as they existed, and were gone into quite thoroughly. There was nothing that was suggested which would indicate that the employes were in any way lax in their efforts towards preventing injuries whenever possible, which was very gratifying to the chairman, and I feel sure will be by all the employes present.

On March 13, 1916, a Safety First Committee meeting was held at Lewistown, Montana, for the Northern Montana Division.

The following trainmen were present: J. A. Cox, C. G. Bacon, J. W. Drake, R. A. Loveland, J. A. Rawls.

Stationmen present: F. A. Dore, G. E. Martin, J. C. Martin, W. M. Martin, A. M. Peterson, W. Wilson.

Traveling freight agent present: A. E. Bradley.

Bridge and building department employes were represented by: Chief Carpenter H. B. Rivers, E. O. Davidson, Wm. Rivers and G. P. Hall.

Car department: D. Slater, Allen Porter and Lester Porter.

Chief dispatcher: E. B. Cornwell.

Train dispatcher: C. G. Bleicher.

Freight claim agent: J. M. Allen.

Meeting was called to order at 8 p. m. by Chairman C. L. Whiting. After reading the minutes of the last meeting by the secretary, the chairman presented matter sent in on the Safety First postal cards, as follows:

J. J. O'Neill reported that the bridge over mill race opposite elevator Montana Flour Mill Company should have platform for switchman to walk on, as it is very dangerous to walk by cars on this track. Reporting that all signals given on this side were very dangerous. The chairman advised that this would be recommended to the proper department for their investigation.

Rubbish and coal piled between ice house and power house track in Lewistown Yards opposite power house also was reported. This matter will receive attention.

Several other suggestions were offered at this meeting.

On March 14, 1915, the Rocky Mountain Division held their Safety First Committee meeting, at Harlowtown, Trainmaster F. C. Dow presiding in the absence of Superintendent Murphy, who was called away on business. Thirty employes were present.

A suggestion that was made at one of the previous meetings on the Rocky Mountain Division was that the trainmen failed to cut the crossing at Harlowtown to allow roundhouse men to cross the track in safety.

It was reported at this meeting that Superintendent Murphy had issued instructions that the crossing be cut at Harlowtown, so that the employes can go through safely.

An unusually interesting Safety First Meeting was held at Deer Lodge, Montana, on March 15.

The following members were present: A. W. Smallem, J. M. Allen, H. H. Tavenner, B. E. McElhiney, C. E. Tyndall, A. J. Henry, W. E. Davis, Jas. Rule, J. C. Kenney, S. C. Vanderwarker, S. S. Koehler, Frank Sowerby, W. E. Fogg, A. Pyette, John Travers, R. W. Smith, John Howe, R. C. Thayer, M. P. Bacon and H. B. Cranford.

Owing to the absence of Superintendent Willard and Mr. Cessford, they were represented by their chief clerks, H. E. Foster and E. H. Foster.

The Coast Division held their Safety First Committee meeting at Seattle Friday, March 17, with a very large attendance.

Meeting called to order at 10:30 a. m. by Superintendent Richards, who presided.

Reports of committees read. Reported by Trainmaster Bowen, Mr. Buck and Mr. Mitchell that heavy timbers lying too close to tracks in Seattle Yard, near Hanford street, had been moved. Report accepted and committee discharged.

Suggestion made by Traveling Engineer Emerson that section foremen be instructed to ride over their sections. Mr. Richards advised he would arrange to look after this.

Report of Committeemen T. J. Hamilton, A. J. Kroha and F. J. Alleman regarding employes crossing tracks, etc. in Tacoma. Their opinion being that a foot bridge built over switch tracks at Tacoma would be of little value, as employes would not be apt to use it. They recommended a 12 foot walk be built on the outside of tracks. Moved and seconded that a walk be constructed.

Regarding protection of engine pit, Cedar Falls. Suggested by T. E. McFadden that a light be placed there, and Mr. Emerson recommended an incandescent light. All were in favor and Mr. Richards advised he would refer same to General Committee.

Conductor Reimers reported poor quality of fuses being furnished. Matter will be taken up by Superintendent Richards.

The Safe Way the Best Way.

There is no man who can say the profession of railroading is not an honorable profession, but there is a doubt as to whether all of us try to be true to the profession as to employes and employer. It has come to my notice, not a few times, that when a grouch has been acquired by employes as for instance between a crew of yard men or trainmen they have a habit of getting square, or playing "bone head." It is without doubt such things as these that cause about 18 per cent of the 21 per cent of accidents that the 1914 record of injuries show to be due to carelessness of others. Meaning that one employe will see a defect in appliance or machinery, or in the appliance of workmanship; and either lacks interest for himself and for his fellow workmen, or considers that he got by and that the other fellow will, if he has his eyes open. For example, out of every one hundred accidents, 21 would have been avoided if everyone had been thinking and looking to the others' safety; which tends to show that there is a certain element amongst us that goes by this slogan only, "Three squares, 10 or 16 hours and pay day twice a month."

Without a doubt, the men who work with these thoughts always foremost are the men who make up the 60 per cent that statistics show to be injured, directly or indirectly, through their own carelessness; thereby working hardships on their wives and families and putting their immediate fellow workers in a dangerous position; besides putting to naught the enormous expense that a railroad spends for the purchase and maintenance of safety devices. So when it dawns on us that approximately 81 per cent of all accidents on railroads are due to the "Don't Care" or unthoughtful carelessness of the parties injured or the fellow workmen of the injured, it is time for all employes to stop considering the Safety First movement as a joke or for the benefit of the railroads alone. It must be considered as a movement to teach those who are careless, to be careful and save the life and limbs of themselves and many, who under the "take-a-chance" way of working and railroading are always placing themselves in the path of danger as well as the men working with them.

It is this injured 21 per cent named that makes a part of us unfaithful to the profession of railroading and when we ignore the safety appliances which cost a large fortune to purchase and install for our good and convenience it is a dishonor to our calling, lacking in co-operation and clogging the path of regular routine safety.

It is frequently heard that as long as there are railroads, there will be accidents. This may be true, but if every man will do his part to make the surroundings in which he works, safe, then with the efforts that the railroads are making, all of us will be

helping to make railroading an honorable and safe profession and reduce the accidents caused from carelessness from 21 per cent to zero; which will come nearer to bringing about the desired conditions than all the mechanical safety appliances that can be bought.

So let us work in a way that is the safest for all concerned and in a way that will be the surest way to bring about the desired end, namely to diminish casualties caused from carelessness, from 21 per cent to the minimum and to be faithful to our calling—the profession of railroading.

A Snap and a Strap.

G. R.

You have all heard of the engineer
Whose name is Tom Deland;
He is always sure to make the time
If he don't run out of sand.

He is full of old-time sporting blood
And when he has a chance,
He likes to pull the throttle out
And make the smoke stack dance.

One day when on his engine,
He raced a handicap,
With a gentle-looking, long-g geared calf
That dragged a long stout strap.

The calf was standing by the track,
When Tom's engine came along;
Then down the track it started
Running free and strong.

Tom "hooked her down in the corner"
And opened the throttle wide
But he could not gain a single inch
As they ran along, side by side.

Tom was wondering if the calf would win
When a thought came to his mind,
He reached and seized the leather strap
That was trailing along behind.

He tied it to a grab-iron
So it could not get ahead
And the poor calf pulled upon it
Till it was nearly dead.

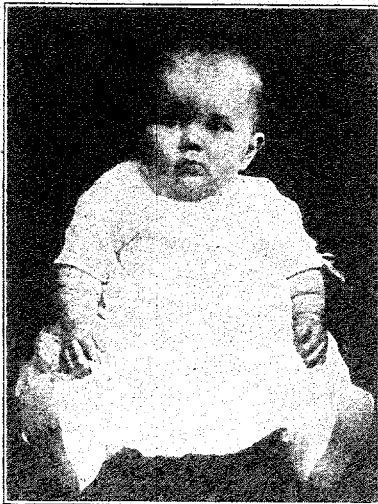
Whenever Tom tells of this race
He says it was a snap,
And he can prove all parts of it
Because he kept the strap.



Sup't P. L. Rupp and his Little Grandson,
"The Only Boy."

At Home

Anna M. Scott, Editor.



Amy Barbara, Little Daughter of Mr. and Mrs. A. Chamberlain, Moberidge.

Notes on Prevailing Modes.

Fashion is most liberal these days in allowing women to do precisely as they please in the matter of one-piece gowns or separate skirts with blouses; and the natural result is a wonderful assortment of skirts and a variety of blouses. It has been a long time since the separate skirt of silk has been in vogue. It is in now and growing more popular every day. Black and white checked silk or cloth is very popular this season and with a pretty chiffon blouse one has a dressy costume for afternoon wear.

The woman who chooses her wardrobe carefully will not be without at least a couple of wash suits, and the wise one selects her's at this time, before the hot weather is upon us.

Some very pretty wash suits can be made of gabardine, ratine or rep, trimmed with pearl buttons, pockets on either skirt or jacket as preferred, belts of leather or of material, but be sure and have a belt on jacket as it is very much in vogue this season.

Fashion for Men.

The question has been asked me several times by some of our men correspondents why I did not write something about the fashions for men. So not wanting them to think they are being slighted, I am giving a few ideas for the hot weather.

Fashion and comfort are to be synonymous during the impending summer. The summer suits will be both cool and smart. The Palm Beach suits promise to be more popular this summer than ever before. They

are made from washable cloth of mohair and cotton mixture. In selecting your hot weather raiment if Palm Beach cloth is a little too conspicuous, cravenetted mohair may be used, and this can be had in blacks, blues and gray mixtures. Suits made of this fabric are very cool and serviceable. Suits of pongee shantung, and white flannel will be in great demand. The Panama hat as of yore will be the most popular. As for shoes the white buckskin and tan oxfords are always in favor. The silk shirt with collar attached promises to be very popular this season. Soft collars will be more in vogue than ever before. Summer ties are made of silk and linen, and have stripes and figures of color.

Frocks for Young Girls.

A very good looking dress for the young miss may be made of blue serge, piped with rose silk, with collar and cuffs of white batiste. The coat is made short with small pockets on it, also sash of silk. Skirt is cut circular. Another very pretty dress is of blue taffeta, full skirt with frill of silk at the bottom of skirt. Sleeves are short with frills of lace for cuffs, collar of same lace at neck.

Some New Books.

E. K.

Around the Chinese women there seems always to be a haze of mystery, more or less impenetrable through the medium of books. They live sequestered in the courtyards of their mothers-in-law and subservient unto their husbands. In a Chinese Courtyard, by Elizabeth Cooper, is a collection of letters written by a Chinese wife to her husband, then making a tour of the world as an attache to one of the Chinese princes. The letters are charming; the writer a well educated Chinese girl, and you soon find she is as human as you, with the same hopes and dreams, the same likes, and dislikes. Through these letters, one gets an idea of Chinese life and customs, their strange superstitions and their many gods, the order of the household, and the all-powerful "Mother of the Husband."

Once upon a time there was a little boy called David Peustephen. He spent most of his boyhood on the Continent and had strange memories stored up in his head. Richard Pryce, in his book of that name has written a very charming tale of that little boy—pathetic perhaps, but cleverly done and well worth reading.

The Research Magnificent, H. G. Wells' new book, according to the Boston Transcript, displays the best that is in Wells as

a thinker, as a critic of men, as a student of social and political crisis and most of all—as a novelist. "To every manne hys wilde beaste." The philosophy of this book will help you to tame yours, make it work with you and for you instead of against you.

Thea Stronberg was born in a little Colorado border town, living her life with her brothers and sisters, but with a difference. In *The Song of a Lark*, by W. G. Cather, that "something different" takes her through all her struggles and places her at last at the Metropolitan, one of the greatest interpreters of Wagner roles. While reading the book one feels it must certainly be the story of some real singer—however, I know not. At any rate, it is entertainingly written, better than that, cleverly written and maybe you can discover who Thea really is.

The *Passionate Crime*, by E. Temple Thurston is "A Tale of Faerie" and the strange superstitions of the peasants in the Irish mountains, centering around May Day. I might say the book is not half so lurid as it sounds.

If you want to laugh, the best recipe I can offer is *Dear Enemy*, by Jean Webster.

GOOD THINGS TO EAT.

Baked Steak—Take a 2½ pound sirloin steak thick, place it in a baking pan, cover top with one peeled Bermuda onion, sliced across, dot onion with bits of butter all over the top of steak, season with salt and pepper, lastly pour over the whole the contents of a small bottle of tomato catsup. Place in baking oven which is very hot for twenty minutes. Baste frequently. Serve on hot platter, with onions around steak. Garnish with parsley.—Martha, Cincinnati.

Cream of Potato Soup—Three potatoes, 1 quart milk, 2 sliced onions, 3 tablespoons butter, 2 tablespoons flour, 1½ teaspoons salt, ¼ teaspoon celery salt, ½ teaspoon pepper, few grains cayenne, 1 teaspoon chopped parsley. Cook potatoes in boiling, salted water, when soft rub through strainer; scald milk with onion, remove onion and add milk slowly to the potatoes; melt half the butter, add flour, salt and pepper, stir until well mixed then turn into boiling soup. Strain, add remaining butter, sprinkle with parsley.

Baked Red Snapper—Clean and season fish an hour before cooking. Pour 1 tablespoon vinegar over fish. Place in baking pan with a little water, some parsley and bits of butter. Place in hot oven, basting often during baking process, add clear soup stock if any is at hand. When tail begins to part from rest of fish, lift onto hot platter and serve with tomato sauce, made by browning 1 sliced onion in 1 tablespoon butter, adding 1 tablespoon flour, 1 pint of tomatoes, 1 clove, blending all smoothly, adding salt, pepper, cayenne, 1 teaspoonful

vinegar and a little sugar. Garnish with parsley.

Strawberries French Style—Take a small glass, pack it with powdered sugar very tightly, place dessert dish on top of glass, turn over carefully, raise glass, leaving sugar in the dish in shape of mound. Wash and clean fresh berries, place around sugar, pour milk or cream on the mound of sugar and serve.

Boston Cookies—Cream one cup butter, and 1½ cups sugar and 3 eggs well beaten; add 1 teaspoon soda dissolved in 1½ table-spoons hot water, 1½ cups flour mixed and sifted with ½ teaspoon salt and 1 of cin-namon; then add 1 cup of chopped nut meats, ½ cup currents, ½ cup raisins, seed-ed, and chopped. Drop by spoonfuls one inch apart and bake in a moderate oven.

HOUSEHOLD HINTS.

Add a sliced banana to the white of one egg and beat until stiff. The banana will entirely dissolve and you will have a delicious substitute for whipped cream.

Always heat the plates on which you serve hot breads or hot pastry of any kind. The most delicious rolls or cakes or pies will become heavy and soggy if they are put on cold plates while they are still warm.

When washing tan colored clothes or stockings, or the khaki-colored suits, put a little brown dye in the rinsing water, also in the starch. One 10-cent package of dye dissolved in boiling water and then bottled will last a whole season. The use of a little of the dye prevents that washed out look that appears so often after laundering khaki-colored suits.

A soiled pair of white kid gloves may be cleaned successfully at home. Place them in a glass fruit jar, fill half full of gasoline, shake jar until gloves look clean, if there are any spots that fail to yield, remove gloves from gasoline and rub these spots with any good white soap, return to jar and shake again. When taken from jar smooth out fingers and thumbs and keep rubbing gently until dry, and they will be as soft and clean as if sent to cleaners. Allow gasoline to settle, drain off clear part to be used again.



Joseph Caldwell, Jr. "The Son of His Daddy."

The Children's Page

Jennie B. Ginet.

MAY.

Come out to the fields
For spring, it has come;
The birds are in tune;
The flowers are in bloom;
Come out, and be gay,
For merry is May.

The Conceited Apple Branch.

It was the month of May. A little apple branch overhead hung fresh and blooming with delicate pink blossoms.

The branch knew it was beautiful. Soon a nobleman's carriage stopped in the road just by and the young countess stepped out and cut off the apple branch and took it home with her to the castle. She placed it in a beautiful, transparent vase near the window.

The apple branch could look out into the fields where were growing many wild flowers, among them the lowly dandelion.

"Poor, despised little flowers," said the apple branch. "No one ever admires them. They are only trodden underfoot."

A sunbeam heard the apple branch but he knew that all are brothers—the rich flowers and the poor flowers—God had made them all—God's love covered them all. When the sunbeam had kissed the apple branch he went out into the fields and kissed the dandelions, too.

Soon the apple branch saw a group of children playing among the dandelions. They picked the yellow flowers and blew on the white balls that carry the feathery seeds. They laughed and shouted for joy.

"See what pleasure those little flowers give," said the sunbeam to the apple branch.

"Oh, yes, to children," answered the apple branch, "but beauty has a higher value than that. Those flowers are never brought into beautiful castles."

The young countess came in just then carrying something very carefully in her hand. It was one of the feathery balls of the dandelion. She placed it in the vase with the apple branch. "See," she exclaimed, "how wonderfully God has made this little flower. I will paint it in a picture with the apple branch. The apple branch is beautiful, but this humble flower has a loveliness all its own."

Then the sunbeam kissed both the lowly flower and the blooming apple branch, upon whose leaves appeared a rosy blush.

(Adapted from Anderson's Fairy Tales.)

A Trick for the Boys.

You can hold a tumbler of water upside down without spilling a drop of water.

Place a strip of heavy paper over the mouth of the tumbler after you have filled it with water. Then hold this strip of paper on the tumbler with your fingers

while you turn the tumbler upside down. Then remove your fingers and the water will remain in the tumbler.

Little Anna approached the ironing board one day while her mother was ironing.

"Don't you burn my nose off, mother," she said.

"And why shouldn't I burn your nose off, dear?" asked mother.

"Because then you wouldn't have anything to part my hair by."—Exchange.

"For every winding forest path,
For every stretch of sedge and sea,
For every pebbly brook that rills
Its song of glee;
I thank thee, Lord."

Answer to April Puzzle.

Word—Square.

Adams
Daisy
Agate
March
Scale

Answer to name puzzle—Marguerite.

Puzzle for May:

Beheadments.

Behead eight articles found in every home and leave:

A fastener; a carpenter's implement; an exclamation of pain; a covering for animals; an odd bird; a writing fluid; not down; capable.

"Willie," said the teacher, "You have spelled 'rabbit' with two t's. You must leave one of them out."

"All right," said Willie cheerfully; "Which one?"—Exchange.

"You are an honest boy," beamed the old lady as she opened the roll of five one-dollar bills, "but the money I lost was a five-dollar bill. Didn't you see that in the advertisement?"

"Yessum," explained the boy. "It was a five-dollar bill I found, but I had it changed so you could pay me the reward."—Ex.

Mirth at all times all together,
Make sweet May of winter weather.

Selected.

If you don't aim high you will never hit high.

Little strokes fell great oaks.

When about to put your thoughts in ink,
'Twill do no harm to stop and think.

Get Together

The Veteran Employees' Association.

Affairs of the Association are progressing, the membership list grows rapidly. As fast as the Executive Committee can get together for meetings, the names are passed upon, after which the annual dues, if not already paid, should be forwarded in order that the member may receive his card and badge. The membership badges are very handsome little gold buttons with the initials of the Association and the railroad in blue enamel encircling the figures 25, signifying that the wearer has been in the service at least that length of time. The design and buttons were furnished by H. Hammersmith of Milwaukee, who has taken extraordinary interest and pains to get up a handsome badge; and they have been much admired.

Association members will please bear in mind that these badges and membership cards are not issued until the dues for 1916 are paid. As some questions arise as to whether the dollar which was paid upon entering the Association does not cover the dues for this year, it may be stated again that the one dollar paid at the beginning is the membership fee and another dollar is to be paid for the 1916 annual dues. After the first payments, only one dollar per year is expected. As members receive badges they should promptly acknowledge receipt to the secretary.

The Executive Committee have appointed a Committee on Entertainment to arrange for the next meeting which is planned to be held in Milwaukee some time during the coming summer. Let all the Vets plan their vacations for that time, so we can have a rousing meeting. The members of the Entertainment Committee are:

P. C. Eldridge, W. J. Boyle, G. G. Scott, W. B. Hinrichs, W. H. Dodsmith, W. A. Hinsey, J. M. Davis, C. A. Lapham.

The following named have application blanks for those desiring to procure them. They may also be procured from the Secretary, Carpenter Kendall, 1201 Railway Exchange Building, Chicago.

L. S. Taft, and J. W. Hancock, Tomah, LaCrosse Division and Milwaukee Union Depot.
R. W. Humphrey, H. & D. Div., Minneapolis.
N. P. Thurber, assistant superintendent, P. du C. and Min., Pt. Division.

J. W. Hare, conductor, Chicago, representing C. & M. Division and Union Station, Chicago.

Chas. E. Sullivan, engineer, Chicago, representing C. & C. B. Ill.

George E. Layton, company officer, Savanna, representing R. & S. W. Division.

J. T. Raymond, dispatcher, Marion, representing C. & C. B. Iowa.

J. T. Sweeney, engineer, Chillicothe, Mo., representing K. C. Division.

J. J. Connors, asst. sup. M. P., Dubuque, representing Dubuque Division, Des Moines Division and Motive Power Southern District.

Frank McPherson, C. C. Sup. Terms, Chicago, representing Chicago Terminals.

Geo. Grant, engine dispatcher, Chicago, representing Western Avenue Round House.

B. F. Van Vliet, superintendent, Mason City, representing I. & D. and B. H. Division.

W. J. Thiele, superintendent, Minneapolis, representing River, I. & M. and C. V. Divisions.

Horace W. Griggs, recdg. boiler inspector, Milwaukee, representing Milwaukee Shops.

F. M. Rodger, representing Minneapolis shops and Northern Motive Power District.

C. N. Curtis, D. F. & P. A., Sioux City, representing S. C. & D. Division.

John Dunn, roadmaster, Green Bay, representing Superior Division.

J. J. Murphy, superintendent, Three Forks, Mont., representing Rocky Mountain Division.
David McEwen, assistant chief lineman, Seattle, representing district west of Butte.

The Puget Sound Pioneers.

Arrangements are going forward with much vigor, for the 1916 meeting to be held in Miles City, July 3rd and 4th. This is the season of the annual Roundup at Miles Town and the Pioneers will not lack for entertainment of the most absorbing character. The Roundup is a peculiarly western institution and there will be an abundance of local color. Make your plans now to lay off.

My "Say."

Since Safety First has come to stay
And each employe "Says his say"
I'll give you mine although I'm late
And may not be just up-to-date.

It's six and thirty years and more
Since first "Milwaukee" badge I wore,
I've pumped the water; sawed the wood;
And helped "woodup" whenever I could.

I've tended switch when only "Me"
Was honored by the "bonded" key
I've oiled the windmill high and low
With mercury forty points below.

I've carried switch lamps, morn and night
And always kept them clean and bright,
I've shoveled coal from car to bin,
Then to the engines back again.

I've "toted" mail and trucked the freight
Expensed the bills and kept them straight,
I've checked the baggage far and near,
Have billed the freight from year to year.

From early morn till late at night
I've labored hard to keep things "right"
The grief I've had would fill a car,
It comes from sources near and far.

My superintendent first was Cobb,
Soon S. J. C. assumed the "job";
The next to come was R. E. C.,
I soon went West to "Summer C."

H. R. W. then came in
Soon followed by "Our Sunny Jim"
Then I. B. C. dispensed the light,
Followed close by E. D. Wright.

Mr. Laas come next as chief
Then J. A. M. was his relief
These splendid men did come and go
Till now we have our J. M. O.

I'll ring off now by saying that
I'm loyal still and at the bat,
I'm striking hard and do intend,
To keep it up until the end. —W.

One of the interesting events along the line of the Chicago Milwaukee & St. Paul last year was The Stampede, held at Missoula, Mont. This show is a contest along all lines of wild west sport and is attended by the best talent in the country. Last season brought to Missoula over a hundred contestants in the various events and preliminary reports make it appear that this number will be considerably increased in 1916. Tourists interested in seeing a reproduction of the frontier days should make it a point to stop over in Missoula for one day at least of The Stampede, which will be held this year on July 1, 2, 3 and 4.

Broncho riding, roping, steer bulldogging, relay and pony express races, buffalo riding and many other thrilling and interesting events are listed on the program.

The Spokane Terminal

Vol. 1

No. 3

EditorThe Office Boy
No One Will Associate With Us.

On account of the illness of the staff this month's Terminal is edited by the office boy. Hearing that Sted was recovering, we've resigned. Safety First.

Buck.

"Say, Hayes, gi' me the makin's," said Buck, the call boy, as he dropped into the dispatcher's office.

"Nothing doing, Buck; don't permit that practice in this office," replied Hayes.

"Oh, well, guess I can pull over the hill until I get back to the yard office. Say, you fellows up here with the Big Chief think you're some horseradish, don't you?"

Then Buck shuffled the leaves of the train register, noted a few items in his call book and sat down to visit.

"How's your old railroad running tonight, Hayes?"

"Everything on time, Buck; hadn't you better be getting back to the yard office and get lined up? There's some cars rolling over the division tonight and you'll be the busy kid in the morning."

"I should worry; the Boss knows where I am and if he wants my autograph he will call you up on the phone."

"Who was that young lady you had at the movies this afternoon?"

"Lady is right, Hayes; say wasn't she a pippin? Wish I had generated enough years to go braking; maybe she and me wouldn't cut some ice."

"She was a nice looking girl, Buck. Does she live in town?"

"Say, Hayes, what you tryin' to pipe. Are you tryin' to string me?"

"No, only I was wondering how such a nice looking girl happened to be acquainted with you."

"Gee, Hayes, but you're good. How such a select bit of remnant happened to occupy the same balcony with me? Say, Hayes, on the square, you make my ears ache. Do I honestly look like that to you? What's to hinder a swell, stylish honey boy like me copping out a winning rag? Don't you think I fit?"

"Well, you seemed to fit today all right. Do you call for her at the house?"

"Gee, but your inquisitive tank is slopping over tonight. Don't you want to know if she has an older sister? The next time I push my phiz through the door at the stronghold up there I'll give you the tip so you can write down a list of the 'Tell Mes' you'll want me to wise you up on next day, and then you will have a private library. Say, who's that new gink in glasses with a halter tied to them in the Trainmaster's office; is he an offspring of the President starting in on the ground floor?"

"That's Horace Martindale, the new time-keeper, clever young chap, too."

"Clever, eh. You've got a lot of foolish predictions in that nut of yours. How long have you familiarized with the infant prodigy?"

"He came to work yesterday. I met him last evening."

"And after such a marathon acquaintance-ship you try to tip him off as clever. If you had heard and seen him trying to chin the blonde at the beanery this noon you'd have changed those elastics in your noodle and called him a Charley boy. Say, I'll bet he don't last two weeks with the Big Squeeze. Anyway, if he does make a stick of it I'll bet he'll start growing sideburns, and then he'll swell up and bust. Well, guess I'll blow. Got to call a crew for an extra west and got to hike way over the hill for one of them. So long, Hayes, take care of Little Oscar, and

oh yes, want to send any wireless by me to my girl, because if she gets as interested in you as you are in her there's liable to be a new face in the parlor. So long. "The Office Boy."

From Skip.

Just a little tip for Josephine before she starts for the correspondents' convention in that electric motor next June: Be sure you locate all the doors, windows and skylights in the blamed thing. We tried to hand up an order the other day, and half the train was by before the fireman (suppose we should say foot warmer adjuster) or the head brakeman could find the way out of the cab or whatever they call that little cupboard where the motor-man sits. Too many windows and not enough doors for anyone who has been used to an old mallet with nothing between you and outdoors but maybe a canvas curtain. Then Josie, maybe some one might try to hand you on a box of candy and you would miss it.

Say, Sted, wonder if that Dolby person has anything in hats with a wreath of humming birds around the crown. Run over and see—that's a good fellow. No, our Easter bonnet is green.

Try this "Hint to Housekeepers" from the April number only after pay day—get me? "When cleaning windows try rubbing specks of paint with a silver dollar." Wonder if a nickle or ten cents' worth of one cent stamps would do as well, or do any of the terminal boys remember those little checks, "good for one drink"? Guess that has been too long ago. Still, if you should happen to run across one of them in some old pocket you might as well get it out and try it on the paint spots, for you never will be able to use it for what it was originally intended.

"Get out of the way and let some one run that can run." Wouldn't you have liked to have seen J. J. M. beating it down the track after that "little brown beaver hat" that was lost off the brass back porch of the Olympian? We never saw him out of a walk, but would be willing to bet at least fifty-five cents on him if we ever had to.

What you have to copy if you are on the side table job at "FO":

Regarding the trouble at S— tonight on 1-61. The pantagraph went off the ATJ bars which caused electroller commutating to field coil and end ring sections to quiet the secondary contact in rheostats and this flanged the multiple mercury rectifier in central sections which holds the pin linings to electrolyte. We put in temporary jumpers and moved motor out to where the pantagraph could are on commutator and catch the slipper of the murphy to the crosby and finally got the stocking of the pantagraph in parallel. G. M. H.

He was calling in to the Superintendent's office the next day.

Sted's Easter Kloze.

Happened to be passing Dolby's 'tother day, and, being very much interested in that particular place, walked in and glanced around. Not expecting to see any of my intimates off duty on such a lovely afternoon, imagine my surprise when I beheld STED, editor of the Spokane Terminal, telling Dolby his idea of an Easter suit. It sounded something like this:

Coat to be of light blue broadcloth, made in Eton style, sleeves extending half-way between elbow and wrist. The gap between Sted's wrist watch and the bottom of his sleeve is to be filled by a lovely pair of red wristlets, which Kittie has volunteered to make. Waist line will be very high, set off with wide knife plaits hanging gracefully over his new suspenders. One button is all that tends to break the "Great Divide." The vest will be without sleeves and very little back—in fact, a rubber band will join the two sides together. The composition of this frenchy vest will be fish-net, which Sted will furnish without any cost to Dolby. The trousers will be of white flannel. No, Sted does not intend to wear this attire to the M. N. G. Convention, nor on any of his fishing trips. Slightly above the knee of the trousers will rest a cluster of small ruffles in light blue, to show that the trousers go with the coat. The outfit will be set off with a small Alpine walking hat, adorned with the "Bird on Nellie's Hat." Taken all in all, I would not mind being in the Easter promenade with Sted.—Josephine.



Sted's Rival.
"One T. P."

Now this is not our friend "Bunny"
Who did queer things and looked so funny.
This S. M. conductor's name is "Ted."
As a fisherman he would rival "Sted."

With another "bill juggler," Ole by name,
Out in a boat they sought for fame.
Ted pulled on the oars with all his might,
While Ole handled the pole just right.

A nine pound pickerel made a strike;
With hook and line it took a hike.
Ted got excited and fell out of the boat;
Poor Ole at once became the "goat."

Wildly he scrambled to keep his place;
No chance—he fell in right on his face.
Gone was the pickerel and all the junk.
Both fishermen to the bottom hied. "Kerplunk!"

They saved their lives and that's enough.
What's the loss of the other stuff?
We're mighty glad that neither is dead,
For then we'd miss this jolly "Ted."

A Very Bright Child.

While strolling down the hall of the White—Henry—Stewart Building (Seattle) recently, our friend Claude E. Pike was approached by a lady towing a small youngster by the hand, and the lady said: "Are you the gentleman who writes SCRAPS FROM THE WEST END for our Magazine?" Pike admitted the accusation, and the lady continued: "Won't you please shake hands with my little boy? He thinks you are the greatest man in the world."

Editor: What do you suppose is the reason I can't learn to dance? WAUGH.

Ans.: There are two reasons—your feet.
GINET.

Editor: I'm going to Chicago Sunday. What shall I do when I get there? KATHERINE.
Ans.: Take the first train back to Milwaukee.

He Wanted His Pig.

A big Norwegian appeared at the tracing clerk's window a few days ago, and the following conversation ensued:

"Aye ban ship von peeg veek ago last Tuesday an aye vant him."

"Have you a bill of lading or shipping receipt?" he was asked, and while he was looking through his pockets the clerk asked him over which railroad the pig was shipped.

"Aye ban down to railroad myself an ship him, aye tell you."

"Don't you know which road you shipped it over—the St. Paul, the Northwestern or the Soo?"

"Aye was not in Sang Powell or Nordwest but in Minapolis, Manesota, and aye soo if aye don't get him."

"But you don't seem to understand. Can't you tell over which railroad the shipment was made?"

"Aye ship heem over the Manapolis, Manasota, railroad, aye tell you, an' aye ban tired standin' here all day talkin'. Aye vant my peeg."

"Did you arrange with any one to feed and water the pig enroute?" he was asked, with the hope that he could remember who handled the pig.

"Ha, ha! Dat's purty good. What for skoid dey feed an' vater a dead peeg?"

After considerable fumbling through his pockets he finally produced a Wells-Fargo express receipt and went away happy.

From the Chicago Humorist.

The epidemic of tooth pulling in the editorial department reminds us of the Irishman who went to have one of his molars extracted, and each time the dentist got near the Harp's face with his instrument, the Irishman would grab his hands.

The doctor finally enlisted the services of his young son, with the instruction to give the patient a good jab with a long hatpin from underneath the chair. The dutiful boy, doing this with youthful vigor, changed the course of the Irishman's hand in the direction of the seat of his trousers, thus giving the dentist an opportunity to make a quick grab at the tooth and pull it out.

"Did it hurt you, Mike?" he solicitously asked. "Hurt?" said the indignant Celt. "Sure it hurt me, but who the hell would think the roots ran that deep."

"I'll tell you, there were no I. C. C. rules like that on railroads in 1842," said Col. Stubbs. Conceded, Colonel, there isn't a man alive who could prove that there were.

Bob Walker denies that he had anything to do with the recent "milk strike." "I have been responsible for a few milk shakes," said he, "and I have even seen them whip cream, but a 'milk strike' is out of my line."

Get over, Bossy, and stick your cud under the table.

"Whose critters are those?" said our observing milk agent. "Belong to Mary," said the farmer. "What beautiful calves she has," said the milk agent. Feminine voice in the doorway—"Mary, you come right in and put on that long skirt."

Walter Cooper has been keeping Lent. He has been abstaining from snails.

We would like to lay a little bet that the traveling freight agent who wrote "The Greatest Transportation System" in the April issue would be a shark at cutting a rate. Any man who knows as much as he does about anatomy would be good at surgery.

Housewiring

Any House Easily Wired for Electricity.

One can get along with electric lights, if necessary, but there are so many other electrical conveniences for the home, such as vacuum cleaners, electric washing machines, coffee percolators, etc., that electricity for lighting purposes is fast becoming a secondary consideration. In nearly every city, or large village, all new houses are wired for electricity when they are built. It is the older homes, those erected before electricity came to be a necessity, which are last to install it. It was thought necessary, a few years ago, to tear out floors, walls and plaster to wire an old house, or else have the electric wires always in sight, but this is no longer true. The men who install electric wiring have devised many new and novel ways of running electric light wires beneath the floors and in the ceilings of old houses, without any damage whatever.

By an ingenious method the wires are run between the walls of houses and in and out under the floors, which makes the actual cutting of the walls entirely unnecessary. The wires are usually introduced by way of the the cellar, but sometimes they come through the attic, or from a back porch. Possibly the electrician may take up a floor board at the side of the attic and lower a thin steel tape, called a "snake," by which a clear drop is found. Finally the "snake" reaches the cellar, the helper attaches the electric wires, and by this means they are hauled up. In exactly the same way, other wires are placed in position by being let down the side walls, or under the garret flooring to catch all the little holes made in the plaster where the second floor lights are to be located. Ways have been found by the electrician to introduce their wires between floor beams and floor studs. It seems sometimes as if the builders of old dwellings must have had a premonition that electricity was coming. They certainly have made it easy for the experts to introduce their wires in such a way as not to mar the walls or woodwork and not to require extensive preparatory labor.

In houses where there are hardwood floors, and particularly on the lower floor, the electrician finds more serious difficulties

in putting in the wire. But here, too, the "snake" is his efficient tool. It is often introduced by taking up a board in a closet above where the light is to be placed, and thus the trick is easily done. If there is no closet in line with the point to be reached by the electric light outlet, as sometimes happens, or if the floor beams block the way, a section of baseboard is lifted out and the line is run from that point. Thus the electricians steadily progress with their work. They never find an insurmountable obstacle in the work of wiring. No matter how ancient a dwelling may be, they can get it ready for electric light, and for the attachments of the various labor saving devices to which reference has just been made. They pull through the wires, incased in a protective conduit, until the job is done. No holes are made in wall or ceiling which are not covered by some fixture or canopy, or switch plate, every piece of closet which has been taken up is quickly replaced, the little sawdust made is swept up, and the small pieces of plaster which may be knocked off are caught as they fall. The process of wiring makes no noise, the furniture is not disturbed and no material has been brought into the house, except a few coils of wire and some paper bags and boxes of porcelain and brass fittings.

When the householder want to visit the cellar he can turn on the electric light when he opens the cellar door. He doesn't have to grope along a pair of dark stairs and then paw around the cellar for a match or a place to scratch it. He simply turns a switch and the subterranean lurking place of his coal and his kindling wood is all aglow. He leaves the cellar lighted and does not have to extinguish the light until he gets upstairs. When there are callers, indicated by the door bell, a switch can be turned and the porch is bathed in a soft, bright light. Every room in the house can be lighted at the same time or one at a time. These and many other advantages follow in line with the wiring of a house.

When the householder is ambitious and aspires to washing, ironing, cooking, sweeping and sewing attachments, much more wiring had to be done than for ordinary lighting. The attachments for these various conveniences have been made extremely simple and experts have located the points for the attachments where the convenience of the householder can best be served.

The Deer Lodge Letter.*From "Sigh."*

Pulling himself together and picking himself up, Engineer Jack Mackedon of the Missouri Division painfully rises to remark that the Blankety-blank 9523 has got a Missouri mule beat nine ways from Sunday when it comes to rough riding.

Some one tipped us the information a few days ago that Engineer Charley Davis of the Rocky Mountain Division was going to get married. Maybe so, maybe so, but this "getting" business is a rather unknown quantity when it comes to laying bets. For instance there is Villa and Bryan.

Since Walter Smith purchased that new phonograph he is going the average owner one better by making application for membership in the Musicians' Union. One Bert St. Germain and Charles Witt, please take notice.

Never judge the guy that keeps your time from the fact he chews tobacco and sometimes misses a shot at the cuspidor. Remember, there still remains the chance that a shave and a bottle of Lydia Pinkham's Vegetable Compound may make a lady of him yet.

Since the new electric motors were placed in commission on the Rocky Mountain Division, some of the "hoggers" have commenced wearing collars and recently one or two of them have been trying their hand at poetry. Wouldn't surprise us a bit to hear they were wearing wrist watches next. Just imagine "Pink Whiskers" Mayo rolling up his shirt sleeve to get his running time. To our way of thinking, however, it would be a good deal easier to imagine an angle worm suffering with water on the knee.

First, there was old Kaiser Bill trying to make his appearance in the "big bush" by divine right. Then came Villa, who tried to force Woody to give him a quit claim deed to New Mexico. Now the horizon is darkened by "One T. P." who threatens to kick all the spokes out of Spokane in June. Everything considered, the coming summer won't be such a dead one after all.

With the high cost of living in effect and becoming more "effective" daily it won't be long before some of us will stand about as much show of existing as the moth, who staked out a homestead in Adam and Eve's wardrobe.

Have you ever noticed how some rails will jaw and refuse to have anything to do with an engine because of some insignificant minor defect, but who will go to a hop and go "plumb bugs" over some imitation piece of feminine furniture, simply because she is all dolled up in some new-fangled lay-out that makes her resemble an inverted ice cream cone and whose only knowledge of a needle is that the article is necessary when changing a record on the Victrola.

The battle of Verdun, the pursuit of Villa, the British cabinet crisis and the German-American imbroglio, which have had their turn, will please go way back and sit down because Bodie has returned from "Ole York State." During his sojourn down east in the Vale of Hard Cider he made quite a hit with the fans. Said a recent number of the Syracuse Post-Standard: "If hard work and conscientious training mean anything, Lew Bodie of Deer Lodge, Mont., will not be long in getting to the top of the heavyweight ranks." While away, Bodie participated in some four bouts, winning in three by the K. O. route. He has returned to Deer Lodge to take the examination for conductor and while that ordeal is not over with at this writing you can take it from us he will make the grade all O. K. And by the way, in case there is no vacancy for him in freight service, give him a passenger train as he certainly knows how to handle the punch.

Marion Yard has been making a fine record in the handling of stock trains. Yardmaster Saunders and men believe in team work and they practice it with fine results.

Geo. Titus' Calf.

Mr. George Kalen, whose whereabouts for the last couple of months was not known until recently, when he was seen in Marion, riding George Titus' calf.

Mr. Kalen explained that on the first mount the calf jumped over the moon, and this rationally accounts for his mysterious disappearance. He states that the journey was a very interesting one. He saw many strange objects and passed through many strange lands. Some with flower bespangled plains and verdant meads, sweeping out in vast stretches pimpled with foothills and mirror-like lakes and furrowed with valley and ravine. Lofty mountains lift their heads till snow crowned summits bump the sky. Great forests of rare foliage where the continual summer sunshine sifts down through interlacing boughs and zephyrs laden with the perfume of the rose. Inhabited with music-throated birds which seem to entrance everything about them, even the calf. It was all one vast panorama, teeming with life and verdant with beauty. Mr. Kalen wished very much to linger for a while in this beautiful land, but the calf being of a different mind, proceeded with the journey. It was on through bog and fen and foul morass where hideous creatures climbed and crawled and slimy serpents clinged and coiled and darkling rivers ran in their devious and uncertain way. While poured all around, is old ocean's gray and melancholy waste with its awe-inspiring billows which roar and grow like frenzied wrath of angry giants that gnash their white teeth and froth at the mouth and leap over one another only to hurl themselves into ruin against the jagged shore.

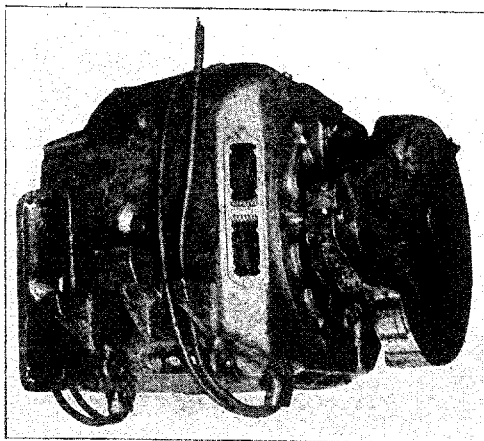
This long and unique journey was made with but a single mishap. Due to the long descent and the avoirdupois of the rider, when the calf came into contact with earth again, its frame was broken. But this was of little consequence, for Mr. Kalen being a blacksmith of considerable note, slipped in a "Dutchman" and welded the frame, and he says it is now stronger at this point than before.

Nothing in history eclipses this ride from a spectacular standpoint, not even the ride of Ichabod Crane.

1st Stenog.—"Did you see May's new Easter hat?"

2nd Stenog.—"Yes, and it is decorated like a brand new grave."

Another Stenog.—"My, she used to be the swellest dresser—and imagine, yesterday I saw her wearing a skirt that reached to her ankles."



Driving Motor on Electric Engines.

Obituary.

The death of H. D. Ewer, which occurred on April 13, removes one of the oldest employes in the service of the Milwaukee road. Mr. Ewer entered the service in 1861 at Janesville, Wis. Since 1882, he had been employed in the Ticket Auditor's office. He was 85 years of age when he died, and the oldest employe in the Fullerton avenue building.

Up until a month or two ago, when he was compelled to leave the office account of failing health, Mr. Ewer was one of the most sprightly and accurate men of his age in the service. In his duties in the foreign interline department most careful work is necessary, and in spite of his extreme age, the duties assigned him were executed with utmost care.

There is genuine grief among the accounting department force over the death of this venerable employe.

Mr. Ewer was buried at Janesville Saturday, April 15. By strange coincidence his last resting place is the city where he started to work for the Milwaukee road, fifty-five years ago.

Death entered the home of Mr. and Mrs. Fred Hohensie, car repairer at Moberge, and claimed the little 16 month old daughter, who suffered a sudden attack of pneumonia with fatal results. The funeral was held at the United Church and the entire community extend their deepest sympathy to the grief stricken parents.

Malden Roundhouse Notes.

H. R. Gates.

On February 16 Boilermaker F. F. Green was the proud father of a nine and one-half pound boy. Frank says he has the makings of a great baseball player.

T. J. Hamilton, district master mechanic, was a recent visitor at Malden.

On February 15 at 7:30 p. m., the Safety First Committee of the Idaho and Columbia Divisions met in Trainmaster A. E. Campbell's office. A very pleasant meeting was had and there was a good attendance.

Engineer Lee Thorne is again working out of Malden. He is in the ring between Malden and Avery.

Business has picked up so that we have had to borrow a couple of firemen from the Coast Division.

Engineer Peter Mickleson fell off the tank on engine 5022 at Othello while getting his engine ready and dislocated his shoulder. He will be off for a couple of weeks on account of this injury.

Boilermaker Mike Markota and Helper Art Smith spent a couple of days in Missoula recently. They both claim that Montana isn't a dry state yet and can prove it.

Engineer I. A. Grant has been laying off the past month on account of sickness.

Machinist Helper R. E. Hoskins has been laying off the past month. J. R. Colwell is working in his place.

Roundhouse Foreman F. A. Kemp and wife spent a day at Sunnyside, Wash., recently.

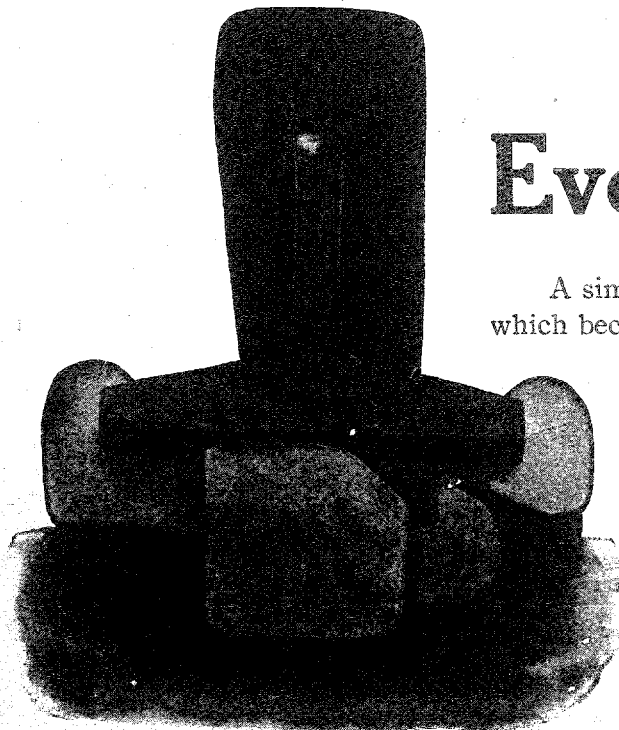
We would like to have Fireman Morrison explain why he comes down to the roundhouse to use the telephone when he desires to talk to the telephone girls. We will let it go this time Donald, but don't let it happen again.

Engineer Henry Droscher has moved his family over to his ranch on the coast.

Fireman Lee Carver and family were called back to Kansas City on account of the serious illness of his mother.

Boilermaker Mike Markota has been off the past month on account of illness.

We'll be at Spokane for the M. N. G.'s meeting for the first week in June. Can't miss it.



In Use Everywhere

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

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COMPANY**

New York, Chicago, Denver,
San Francisco, Montreal

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Special Commendation

When a man who is not an employe of the railroad makes a discovery of some defect which if not promptly remedied, might cause an accident, and goes out of his way to make a report of the same to the proper authorities, it is peculiarly gratifying and deserving of the thanks of the company. On the morning of February 12, just after the Pioneer Limited passed, Peter Sweeney of Wadsworth, Illinois, noticed a broken rail near Doyle's Grove, and went out of his way to report the matter to the section foreman who was at work on the line at some distance from the spot indicated. The rail was quickly replaced and traffic on this extremely busy division was in no wise delayed or inconvenienced. Superintendent E. W. Morrison wrote Mr. Sweeney, specially thanking him for the interest he displayed.

As we all know, the winter just past has been a record-breaker for serious snow trouble, and the Coast Division was a particularly heavy sufferer. Frank Buchanan, who was the "snow king" in that locality proved himself particularly efficient, and Superintendent Richards wishes, through The Magazine to especially commend Mr. Buchanan and all of the men who signed the following letter. Said Mr. Richards: "They are all entitled to great credit, every man was always eager and ready to perform his duty in the face of many dangers, discouragement and long hours without food or rest." The letter herewith speaks for itself.

March 16.

Mr. Frank Buchanan,
In Charge of Snow Service,
Rockdale, Wash.

Dear Sir:—

The severity of the past winter, as you well know, is unprecedented in the history of the railroads in the Cascade Mountains.

The obstacles to train operation were the most difficult to overcome that have ever come under our observation, and the manner in which you have handled the situation is certainly commendable both from the road operation viewpoint, as well as the manner in which the men were handled.

We wish to extend to you our most sincere thanks for the consideration you have shown us during the whole winter, and our appreciation of the masterly manner in which the whole snow problem was handled, and for the encouragement you gave us being personally present during the most dangerous times with which the service met.

While clearing the heaviest slides, often in dangerous locations, your presence and advice did not pass us unnoticed, and we certainly wish you success in future work and shall always feel that your dealings with your men will be tempered with the consideration and justice you have shown us this winter.

Again thanking you, we remain,

Yours truly,

Ed. R. Stevens, Engr. W. J. Gallagher, Frmn.
N. B. Edwards, Engr. H. J. Neff, Conductor.
H. P. Kennedy, Engr. J. D. Wilson, Brkman.
F. P. McGowan, Frmn. L. A. Borden, Brkman.
E. Schweighart, Frmn. E. Hoover, Brakeman.
Jas. Hohein, Fireman. E. E. James, Brkman.
W. J. Flavin, Con. W. H. Rasch, Fireman.
R. Muncy, Conductor. L. A. Winegar, Engr.
Geo. Bankston, Engr. P. E. Schwebke, Engr.
O. L. Coulter, Frmn. T. B. Allison, Brkman.
M. J. Zeyen, Engineer. Bert Ward, Brakeman.
R. E. Wright, Frmn. Allen Wilson, Brkman.

C. & C. B. Iowa, Operator A. A. Hottle of Slater, received a letter of commendation and credit in the roster for the discovery of a broken oil box on a passing car, March 20.—
R. M. E.

Baggageman Wm. Miller of Edgerton, Wis., has received a letter of commendation for dis-

covery of a dragging brake beam under H. V. car 20296, as train was passing the station. Mr. Miller signaled the crew and train was stopped before any further damage occurred.

On March 13th, Section Foreman A. Manske, discovered a broken rail west of Milton Junction, and by prompt action in sending out a flag, prevented a serious derailment, as Extra East was very close. Four inches of the rail had been broken and thrown out of the track by the last train which passed over it. Foreman Manske has received a letter of commendation, as also Conductor W. Downie and Engineer H. Klatt of the Extra East, and their crew for assisting Mr. Manske in getting the track repaired.

K. C. Division Brakeman Mike Reynolds has received special commendation and credit in the roster, for watchfulness and discovery of a broken arch bar under C. G. W. car 17,124, while train No. 62 was passing him at Seymour, March 29th.

K. C. Division Brakeman Chas. H. Ishmael has received special commendation and credit for watchfulness and discovery of a broken arch bar under R. I. car 34020 in train No. 2/72, at Liberty, Mo., March 31st.

Section Foreman P. Baskell, Rutledge, Iowa, has received a letter of commendation for the interest displayed by him and watchfulness in discovery of dragging brake rigging under car in train No. 2/72, March 14th, while train was passing him at a point about two and one-half miles east of Rutledge. Mr. Baskell signaled the crew and train was stopped before further damage occurred.

K. C. Division Engineer Wm. Holsclaw has received special commendation and credit in the roster for watchfulness and discovery of a dragging brake beam under a car in train No. 2/62, near Polo, March 21st. He stopped the train and thus prevented what might have been a serious derailment.

Section Foreman N. A. Lundeen of Denton, Montana, has received a letter of commendation from Superintendent Whiting for discovery of a sand-board down under a car containing rails for Great Falls. Mr. Lundeen notified the dispatcher, who got word to the train crew and train was stopped before further damage resulted.

The following letter from Superintendent Mott Sawyer of the Col-Idaho Division to District Master Mechanic T. J. Hamilton indicates that Milwaukee railroad men are alert and awake to the company's interest.

Dear Sir:—

On the afternoon of the tenth instant, Steam Shovel Engineer E. L. Doan, with a model 20 Marion shovel, was standing on the main line between Cle Elum and Horlick, with his boom on a flat car getting ready to move to another division.

The engine which had cut him in and left him in on the main line was a short distance west of him when a slide came down between the engine and the shovel.

There was no engine behind which could move him, but Doan secured the help of a few section men, and with their aid and that of his own crew, he threw the track so as to spur the flat car, which was in front of him, out and got it clear of the main line.

He then moved up and started casting over the slide material.

Most steam shovel engineers, under similar circumstances would have thought it necessary to wait until an engine came up behind and switch out his boom car.

Engineer Doan is entitled to credit for his ingenuity and interest in his work displayed in clearing the main line.

River Division Brakeman J. Bohn has received credit and special commendation for

discovering a sand-board down on St. P. car 13697, in train at Red Wing, March 4th.

Conductor W. R. Terry and Engineer H. Furtney of St. Paul, have received a letter of thanks from Superintendent Welch of the Omaha road, for their prompt action on discovering a fire on the C. St. P. M. & O. bridge over the Mississippi River at St. Paul, on the night of March 20th. They promptly and with great energy extinguished the fire, preventing serious damage to the structure and danger to passing trains.

C. & M. Division Brakeman Geo. Simpson has received special commendation for discovery of a dragging brake beam and two broken truss rods under STP car 99625, making it necessary to set the car out at Walworth for repairs.

Another instance of a non-employee being sufficiently interested in preventing accidents is the following. Mrs. M. Carroll of Calder, Idaho discovered on March 11th, a rock slide on our track a short distance east of Calder. Mrs. Carroll took immediate steps to notify the dispatchers to protect their trains, thus without doubt preventing serious accident. Superintendent Sawyer has written Mrs. Carroll a letter of thanks and appreciation.

T. M. Division Special Officer Dan House has received special commendation for promptly reporting the discovery of a fire in the M-bridge stock yards, and by his efforts, preventing the destruction of the yards.

T. M. Division Operator and Section Foreman A. J. Brooks have received special commendation for discovery of a part of a cattle guard and piece of plank sticking out of locomotive pilot on train No. 16, March 31st. Their prompt action prevented more serious damage.

River Division Conductor C. M. Nichols has received credit in the roster for finding a broken truck frame under L. & N. car 1608, at Hastings.

What might have otherwise been a serious accident on the Hixon Line was narrowly averted through the thoughtfulness of P. J. Fredericks, who is employed at Camp 9. On

April 12th, while the Hixon Line Patrol run was making its usual rounds Mr. Fredericks posted himself in a conspicuous place and flagged them about a half mile from Camp 9. Upon inquiring it was found that the track for a rail length was half washed out and being on a sharp curve and at the foot of a steep grade would undoubtedly, have been the means of ditching the train. Much credit is due Mr. Fredericks for this act.—Wilcox.

Superior Division Engineer T. C. O'Connor, has received special commendation for watchfulness in discovering logs in a dangerous position on train No. 3, April 13th near Menominee River bridge, and by prompt action preventing serious accident.

Special commendation is given Car Inspector Reinholz, Madison, S. D. On March 31st he discovered a piece of flange 1 foot 6 inches long and 3 inches wide gone out of baggage car 3081 on No. 8, he notified the conductor and the car was set out. By his strict attention to duty he without a doubt prevented a serious accident.

On February 17, S. M. West. Div. Brakeman A. T. Westby, Madison, discovered a brake beam dragging on the rail on P. R. R. Car 21136. He notified the conductor and the car was set out. Brakeman Westby is to be commended on his strict attention to duty and his name with that of Robert Reinholz's will be entered in our "Safety First Ledger."

Fat's Report.

Mr. Roadmaster, Dear Sir,

With reference to your under date April 7thm regarding the s.w.point was broken at mill track. The s.w.point get that broken last Fri bout noone 7 miles west Fernwood and cannot have fix same time, and we went down in next morning and we make repairs and same day o.k. taken the two cars out, and aver dat taken cars out sence we have that fixt; and same time I peport to the agen agent the track is o k. I think them 2 cars he cannot take out same day was the s w point broken,

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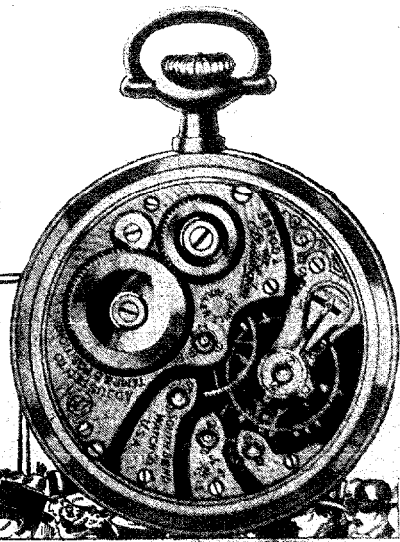
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" 21 "		30.00
" 21 "		40.00
18 S ^{ize} -17 "		24.00
" 21 "		28.00

Fitted to your own case if desired.



On The Steel Trail

C. & M. Division Notes.

B. J. Simen.

I. N. Jones has been appointed as operator in "CG" General Office to succeed J. R. Alleman who has assumed the postmastership at Libertyville.

J. A. Hoffman, agent at Morton Grove, is still at the West Side Hospital in Chicago. He is recovering nicely from a serious operation for appendicitis. He has been confined to the hospital for ten weeks.

On March 30th, train 166 met with a peculiar accident at Libertyville. They had nine cars of sand in the middle of their train and while running at usual speed, a truck broke down on the head car of sand, derailling the nine cars at the east passing track switch, piling up the cars and tearing up six hundred feet of the main track. By using the milk track and the passing track Conductor Kelly was able to get around the wreck and pick up the rear of his train and after an hour or two of delay he was ready to proceed. The passing and milk tracks were used as main and very little delay was caused to trains. The steam derrick commenced work at 7:00 A. M. and at 8:00 P. M. everything was cleaned up. The peculiarity of this accident was the location, it could not have happened in a better place if it had been staged for a movie play.

Engineer H. Robbins has been celebrating. He was off for a few days, his daughter was married, she will make her home in Omaha.

Operator Stanley E. Bak, of Old Station Libertyville, is visiting his mother at Woonsocket, R. I.

Roadmaster E. Cush, Section Foreman W. Monahan, Henry Goff, C. Ferro, M. Behrens, John Behrens, J. McEvoy and Chas. Sowatzke attended the Railway Appliance Show in Chicago the latter part of March.

Operator H. F. Guyot and family spent Sunday, March 26th, visiting relatives at Grayland.

Section Foremen M. Joyce of Janesville, and H. Goff of Bardwell, have installed "Casey Jones" engines on their cars.

Engineer R. N. Scott and wife have returned from their Florida trip and Bob is back on his run.

Conductor J. W. Kingsley was away for a few days, Jim Plumb relieved him.

Engineer John Balderson has made a few trips on Janesville Line passenger runs the past few days. This is the first work he has done for several months. He has been quite sick.

Engineer Warwick Brown has given up the Fox Lake run, Ralph Casey has taken it.

Operator H. V. Robison is now regular second trick operator at Soo Tower. Mr. Becker has left the service.

Engineer A. A. Grandy spent Sunday, April 16th, looking over his farm at Wausaukee, Wis.

M. Montez has been appointed as day operator in the superintendent's office at Western avenue for a period of six months, the regular man, N. T. Sharmon, is laying off.

Agent Charles A. Selig of Deerfield attended court business at Waukegan for a few days, Operator Wilson relieved him.

News from C. & C. B. Iowa Middle and West.

Ruby Eckman.

Conductor O. E. Torrence who has been making his home in Marion for some time has moved back to Perry and is now running the way freight on the middle division.

Conductor W. C. Hayward who has been laying off for a number of months on account of a lame foot has returned to service on the way freight on the western division.

Conductor D. T. Reel, who had his back quite badly injured a number of weeks ago, has recovered sufficiently to be able to resume work.

Frank Colburn, of the yard force at Council Bluffs, was in Perry the fore part of April visiting with his numerous friends and relatives. Frank was on his way to Maxwell to attend the funeral of a relative. Engineer Hiram Colburn and family also went to Maxwell for the funeral.

B. and B. Foreman George Lane who has been in the northwest for a number of weeks working with his crew has returned to the C. B. Ia. Division and they are now doing work on the middle division. George and his wife spent a very pleasant six weeks visiting with relatives in California during the winter and it is a rather hard matter for him to get down to work again.

Conductor O. R. Taylor was called to Stannberry, Mo. the fore part of April by the death of his nephew. The young man was the son of Wm. Fox who for a number of years was a conductor on the C. B. Ia. Division and will be remembered by many of the older employes.

Conductor Frank Lee was at Rochester, Minn. during April where he underwent a very serious operation.

Conductor Elmer Gardner who was off duty a number of weeks on account of injuries was able to resume work the latter part of April.

Engineer Ben Giles has been laying off for a number of days on account of his health. Mr. Giles while working about his engine struck his head, causing quite a severe gash to be cut in it. He had a piece of waste in his hand which had some lubricating oil on it and accidentally touched the wound with the waste which resulted in a severe case of poisoning. His condition was quite serious for a number of days.

Conductor Clayton West was called to Nebraska the fore part of April to look after some business matters. Mr. West's aunt died and Clayton was named as one of the beneficiaries in her will.

Frank Dow has been limping around the last few weeks with his leg in a plaster cast. He had the misfortune to strike his knee on a tool he was using.

Leonard Borg spent a few days the fore part of April visiting with relatives and friends in Chicago.

Engineer I. J. Chubbuck expects to leave soon for a trip to Helena, Mont.

Oilhouseman J. E. Kent is back to work after a short lay off.

J. E. Banyard, the landscape gardener at the round house, is already getting his parks in fine condition.

March 20th an eight pound son made his appearance at the home of R. L. Merrill, operator at Indian Creek.

L. Anfinson and wife were called upon to mourn the death of their little daughter the latter part of March. The remains of the little one were taken to the former home in Donon Jct. for burial.

L. Legvold has moved his family from Council Bluffs to Perry so that he will be near his work as bridge and building foreman.

On March 31st at the King's Daughters' hospital in Perry a fine baby girl was born to Mr. and Mrs. Wm. Leaf. Will is an engineer on the Trans-Missouri Division and is a son of Engineer John Leaf of the C. B. Ia. Division. Both the parents and grandparents think the child is the best ever.

On March 31st a couple very interesting Safety First meetings were held at Perry. They were well attended by train and engine men, Messrs. M. J. Larson and A. W. Smullen of Chicago, C. H. Marshall of Marion, and A. T. Breecher of Savanna were in attendance. All made very interesting talks.

Miss Gladys Burnett of the Train Master's Office at Perry, spent a couple of days the latter part of March, visiting friends in Chicago.

Conductor Forest Gephart and family of Spokane were in Perry for a short visit with friends, the fore part of April. They were on their way home from a visit with relatives and friends at Ottumwa.

On Sunday, April 9th, at Mt. Carroll, Ill., occurred the wedding of Miss Florence Correll, the round house clerk at Perry, and Merrill Cate, the eldest son of Conductor A. B. Cate of the middle division. The young people will make their home in Perry, the bride continuing her duties in her position at the round house owing to the fact that the other clerk resigned to play ball with the Cedar Rapids team.

S. Carey and family were called to Mitchell, South Dakota, the fore part of April, on account of the death of his son. Mr. Carey is a round house employe at Perry.

Conductor J. L. Roberts has resumed work after a few weeks' lay off on account of an injured leg.

Yardmaster Roy Wicheal of Manilla was in the hospital at Council Bluffs a number of weeks on account of sickness.

The town of Potter, which consists of the depot and section man's house, was cut off from communication with the outside world the fore part of April. Mr. Kassell the agent had a baby sick with diphtheria, the depot was quarantined and no trains stopped there.

Brakeman L. G. Honomichal has resumed work after a very pleasant visit with relatives in Arkansas.

Brakeman L. Kennison was on the lay off list the fore part of April account of injuries.

Car Repairer Ralph Dine went to Rochester, Minn., the fore part of April, to consult the surgeons in regard to his health which has been poor for some time.

Engineer and Mrs. Charles Ott visited in Chicago the latter part of April.

Signal Foreman W. Ivey has moved his family from Manilla to Perry.

Earnest Hayward has been added to the force of signal repair men and will have headquarters at Perry.

Fireman Balsbaugh went to Chicago the fore part of April and returned home with his father, Harry Balsbaugh, who had been in a hospital there receiving treatment for his arm which was injured.

Mrs. L. L. Ostrander, wife of the chief clerk in the foreman's office at Sioux City, was in Perry the fore part of April visiting with her numerous friends.

Mrs. Helga Hackstock, the correspondent at Council Bluffs, spent Sunday, April 16th with the correspondent at Perry.

Boilermaker W. J. Barth and wife are the parents of a fine baby girl born to them on April 15th.

Engineer Ed. Blank and Engineer George Wickersham were called upon to mourn the death of their mother the fore part of April. The aged lady died in Florida and it was impossible for the Perry men to attend her funeral.

Brakeman Stephen Smith was off duty during April having been called upon to mourn the death of his eldest daughter.

Brakeman Gaylord Courtney who has been on a lay off attending college in Des Moines has resumed work on the board.

Brakeman Charles Miller who had the misfortune to be thrown through a caboose window, has recovered from his injuries and returned to work.

Brakeman George Cox was off duty during April. His wife was in a hospital in Des Moines on account of a surgical operation.

Brakemen Andrew Bougetz and Frank Uptor have gone to Ogden, Utah, to spend a few weeks.

Emil Hunwardson who has been clerk at the round house for a couple years has resigned his position and will play ball this season with the Cedar Rapids team. Emil has made quite a reputation for himself as a pitcher and the position he has for this season is considered a good one. J. W. Kuykendahl has been helping with the clerical work at the round house since Emil's departure.



Comfort
in Suspenders

Forty million pair of Shirley President Suspenders have been made, sold and given comfort and satisfaction to the wearers. There is just one reason why a man continues to replace a worn-out pair of

Shirley President Suspenders 50c

with a new pair of the same kind. He likes them. A trial proved them to be comfortable and durable. Future purchases are made because of satisfaction. Many wearers have a pair for each suit. It's convenient.

Shirley President means Suspenders Comfort and a Guarantee
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Hirsch Uniforms

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

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

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CHICAGO

Conductor J. A. Pringle and wife of Farley visited their numerous Perry friends the fore part of April.

Nathan Hall who has been off duty for a few weeks on account of sickness has resumed his work on the repair track.

Calvin Hall has been working as chief car inspector nights for a short time on account of the illness of Car Inspector Wm. McLaughlin.

Ralph C. Bowman, clerk, poet, wit, humorist, raconteur, termed by the Chicago office as the "best clerk on the entire system," and probably the most popular man on the western division, has severed his connection with the company to go into newspapering. He has been chief clerk for Roadmaster W. E. Barnoske for three years. Miss Mary Barnoske will take Mr. Bowman's place in her father's office.

The sections on the western division were re-districted beginning with April and three new ones added making 23 sections on the division now. Nels Peterson is the new foreman at Herndon, Fred Theulen at Coon Rapids, and A. O. Natzel at Manilla.

Robt. E. Trumble the popular ditching engineer is back at work on the west end after spending the winter in Milwaukee.

It is reported that Henry Hansjosten a confirmed bachelor, is about to commit matrimony. We have no proofs—it is all hearsay.

Born to Mr. and Mrs. George F. Hennessey of Mitchell, S. D., on April 14th, a ten pound son. Mr. Hennessey is roundhouse foreman at Mitchell, S. D., and is widely known on the system. Many friends will rejoice with them on the advent of this little heir.

Gallatin Valley Railway Items.

O. G. Buerkle.

D. E. Moser who has held down the bill clerk's job at the Bozeman office, has packed his turkey and taken up a homestead at Selway, Mont. Dex., you are a long ways from home, or within hearing distance of any whistle or bell, but to your own satisfaction, you may substitute a war-hoop and yell. (Halup?)

Conductor Rho, Mitchell, the blended Swede, has also taken to his homestead in Dawson County. Rho, reminds us of that old Ground Hog, who shows up in February, he gives us the good-bye in April, and shows up in November with a full crop of alfalfa.

Ellis Wood formerly car clerk with the Nor. Pac. Ry., has taken the position as bill clerk at Bozeman Freight Office, succeeding Mr. Moser.

Here's one on Old Dad Null, who was on the passenger run for a few days while Conductor Ferris was in the repair shop:

A lady boarded his train with a bird and cage, and when Dad Null came along collecting tickets, he said to her: "Where is the live stock contract for this animal you have in that cage?" She responded very indignantly, that she had only a canary, and that wasn't considered live stock. "Well," said he, "Don't you know that we are compelled to demand contracts for all live animals from a grass-hopper to an elephant?" She said, again, "I give you to understand that this is not an animal, and if you yourself were caged, what would we call you?" The Con. took the ticket, walked away with a grin that would bust a London Fog at midnight.

Cherman Chokes.

Teacher—Johnny, what is an egg?
Johnny (hesitatingly)—A egg iss a chicken not yet.

Teacher to the Grammar Class—Who can give me a sentence, using the words, "once" and "twice"———?

Little Fritz, with hand stretched anxiously awaiting his turn for the answer to the question, responded—I once bit me twice.

On account of the illness of the staff this month's Terminal is edited by the office boy and the (printer's) devil. Hearing that Sted was recovering, we've resigned. Safety First.

Northern Notes.

Helen Monroe.

Conductors Oakes and Smith took advantage of the first nice weather to go on a fishing trip at Oshkosh.

Engineer A. E. Pollard is spending a couple of weeks at Excelsior Springs for his health.

J. F. Voltz, chief train dispatcher on Northern Division, who has been absent account of sickness for the past two months, is at present reported as improving steadily, a fact which his many friends are pleased to learn. He is receiving treatment at Sacred Heart Sanitarium, Milwaukee.

On the afternoon of April 11 the home of Engineer John Pluck at Horicon was partly destroyed by fire. The fire started from an overheated stove.

Conductor Jack Brady of the Portage way freight has been on a passenger for a few days while Conductor Francis laid off. Heard that Jack likes to run a passenger train, as he thinks a blue suit and brass buttons very becoming.

Operator Louie Greenland spent a Sunday recently at Berlin. There seems to be some huge joke connected with it, but cannot find out what.

A. C. Schroeder, conductor on No. 93, is back at work after being laid up for two months with rheumatism.

Section Foreman C. Collins of Oshkosh had the misfortune to get the ends of three fingers taken off while putting in rail.

The most talked of subject on the division at present are the bird houses which Bob Whitty has had erected. We have several at Horicon, and the largest house is for martins. Everyone who looks at it seems to suggest that it is not painted the right color. It has been changed three times now.

Agent August Hauer of Randolph is home from the hospital, where he had been for two months as a result of a rabbit hunt, but is not able to be at work yet.

Operator Nummerdor drew from Iron Ridge (and Woodland) second on bulletin. Operator Brady from Schleisingerville drew second at Granville.

Pend Oreille Line Notes.

V. B. R.

Here we are back on the job at last. Hope the "I. & W. N." readers will pardon our apparent negligence the past two months' but we have been buried under a pile of reports and correspondence and just succeeded in poking our head out the last few days.

Well, the Spokane bunch can't call us an orphan and a "butt-in" any more. We are now legally entitled to be known as the C. M. & St. P. Ry.—Pend Oreille Line—Idaho Division. We were bought outright for the sum of—steven dollars on January 25th of this year, and at that time lost our right to head our column "I. & W. N. Notes."

Apropos of Brother Clark's remarks about the pronunciation of our new title, wish to say Pend Oreille is not derived from the Gaelic "O'Reilly" but is pronounced Ponderay. In other words the two I's are silent as in fish. Chicago general offices please note.

Tacoma Boilermaker Foreman Strinsky was a Spirit Lake visitor during the early part of April.

Joe Ulevecia, an old pioneer of the I. & W. N. line tendered his resignation as engine wiper last month, and from present reports understand he is contemplating opening up a bank. (Pretty deep, but think it over.)

A. J. Kroha, general storekeeper, and F. D. Campbell, general car foreman, were at Spirit Lake last month.

By the way we understand that all "golf" items have been legislated out of the Tacoma news.

We had the M. N. G. dope on the 11th of April and it looks like Spokane first week in June. Gee! we hope we can "horn in" on that entertaining committee with "Sted" and Clark

General Foreman O'Neill went to Tacoma on business during the early part of April.

T. J. Hamilton, district master mechanic, was a Spirit Lake visitor during the past month.

We have been taking a course of instruction as to the proper way of running an Overland, and are thoroughly convinced at this writing that if one of the warring nations would provide us with a car and start us in the direction of the enemy, the war would soon be ended.

Geo. Mason and white collar was at Spirit Lake during the transfer of the road, taking stock. As for his actions here, Kratch, we are afraid to chronicle same, as we understand he is a married man, and possibly his wife reads the "mag."

Spirit Lake shops have been opened and organized on a basis of overhauling two engines per month. The Panhandle Lumber Co. is running day and night shifts at the mill, and the old town is just beginning to look like old times.

Ray Webb, claim agent, is at Spirit Lake today adjusting claims, taking notes, etc. He bought us a rattling good dinner, for which we are thankful, as we must confess that Mrs. V. B. R. has been treating us shamefully in the way of eats lately. However, Mrs. V. B. R.'s mother (also Mr. V. B. R.'s mother-in-law) is due to arrive in our fair village sometime this week, and our prospects of taking on more flesh seem much brighter.

Will see you all in Sunny Old Spokane.

Items from K. C. Division.

Distinguished visitors at Excelsior Springs during the past month: A. L. Mohler, president of the Union Pacific Ry., and F. R. Bolles, general manager of the Copper Range Railway.

George Hickman, one of the old time engineers on the West Kansas City Division, died March 20, 1916.

Signs of spring: Engineers Levi Wright, A. Joss and F. W. Prior have returned to work.

The wheat from the southwest is again commencing to move in considerable quantities.

Cotton movement from the Oklahoma and Texas cotton fields to the Orient and Russia

via Puget Sound is heavier this season than ever before. Must be something doing over there.

S. J. O'Gar, general foreman, made a trip to Minneapolis on company business.

Wm. Shea, roadmaster on the Middle Division has moved to his country home adjoining Blakesburg.

Maude Sisk, the third trick operator at Rutledge is visiting in Washington, D. C., New York and other eastern points. This popular lady represents the Ottumwa Chapter D. A. R. at the national convention at Washington, D. C.

"Count" Von Schroeder of the car department is moving to his country home in Caldwell Park, Ottumwa.

The track department got the strangle hold on the "fiscal year" this season and got in their new work before the old boy knew what they were about. Consequently, the track work will be done up in nice shape by the time the crop movement begins.

Mr. Jackson Improving.

A. I. Jackson, agent at Monticello, Iowa, was successfully operated upon for intestinal trouble by Dr. J. B. Murphy at Mercy Hospital, Chicago, April 4th.

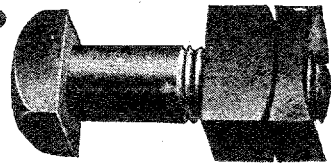
Mr. Jackson had been ill and out of service since January 14 with no improvement in his condition, and March 23rd was taken to the State Hospital at Iowa City for examination by specialists who diagnosed his case as hopeless without surgery.

Mr. Jackson has been in the employ of the company a few months less than 40 years; all spent in station service.

He began as baggageman in September, 1876 at Calmar, Iowa, and after one year, was promoted to bill clerk where he served until June 1881 when he was appointed agent at Oxford Junction, Iowa. This position he held until October, 1887 when he was given the agency at Monticello, Iowa. He is a member of the Veterans' Association and ranks second in seniority on the C. & C. B. Iowa Division.

Write It Right!

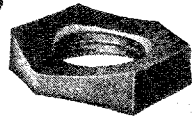
"Boss Lock Nuts"



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



"Boss Lock Nuts"



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

BOSS NUT COMPANY

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

Operator Tuomey entertained his brother Ward Tuomey, a son of Agent T. H. Tuomey, at Farnell, Iowa. Operator Tuomey's wife is visiting at Herington, Kansas and Operator McCarthy's wife is visiting in Cedar Rapids; the boys are batching it and sympathizing with each other.

Idaho-Columbia Division.

Fred Clark.

Fishing is good.

Guy S. Bell, formerly material clerk on the Idaho Division, has resigned to accept a position as chief clerk to Superintendent Brown over on the Coast. Guy is a good guy, and we wish him every success in his new position.

Born to Dispatcher L. V. Curran and wife, of Malden, a girl.

Traveling Engineer McFarlane has returned from a week spent on the Missoula Division.

Chief Clerk Herb of the Missoula Division passes through Spokane frequently on the way to the Coast. Marry the girl, herbie, and you can save a lot of money.

Chief Clerk Grobel's extra gang was increased by the employment of A. F. Manley. Harry Nelson accepted the position vacated by G. S. Bell. Conditions in the gang generally are good.

Josephine—Just how far west do you contemplate visiting? I'm sure I'd like to be the engineer, if you're going to be the fireman, only, if you contemplate going on through, then I feel that you intend calling on Kratsch, and, if that's it, I guess you had better get him to run your engine.

General Solicitor George Korte of the Seattle offices was a visitor in Spokane for a day. There was some talk while he was here of passing a hat to get funds with which to operate the elevator in the union station. The matter was referred to Geo. W. Hibbard, who, it is thought, will give his unqualified support to the movement.

E. K. Stedman, who has been rambling around for the past couple of weeks between Lewistown, Montana, and Spokane, has settled down again. We're glad to see him back. For when we go fishin' and catch something, besides a bad cold, and we don't know what it is, we always like to feel that "Sted" is somewhere in the country to pass on it. "Sted" is not only a fine judge of fish (and chickens), but he is a celebrated authority on snake bite preventatives. His skill in this particular line is suffering somewhat at the present time, due to an almost total lack of material to experiment with.

C. E. Potter of Ewan is filling in for Chief Dispatcher W. J. Jordan of Malden.

We have just heard some additional rumors of a Convention of Correspondents. Now, we will be glad to see you, and, in anticipation of your visit, we have sent our wife and son back to their old home in Kentucky, so, all you married correspondents, bring your wives and husbands, and, if you can't do that, come anyway, with the feeling that there will be someone to look out for you who has had long experience. What more could you ask?

We would not term our friend Kratsch's efforts in the April number an explosion. Would seem to us that it was just a puff. But we liked it, only we would like to hear more about him that is the real truth about him, which we don't think would pass the censorship of our society editor. Say, boy, where do you spend those long hours when you do not answer the telephone at the office and your wife knows not of your whereabouts?

Well, Herbe, since the arrival of Harry Nelson on this division your office is not the only one that can boast of an automobile. We have one now, and it's not a Ford, and you don't have to push it uphill when you take your girl and bulldog out for a little spin, and you don't have to wind it up in front nor nothing like that.

Pebbles from the Musselshell.

W. F. Maughan.

Conductor H. D. Bowers of the Musselshell has been laid up with rheumatism for quite a

while and left about March 20 for Hot Springs, Ark.

A. J. Harris of the Melstone Car Department has been visiting friends in Minnesota for the past three weeks.

T. A. Hindman is our new division water supply foreman. He has moved from Three Forks to Melstone.

Mrs. F. Morley and children of Melstone have been visiting in the East for the past month.

General Superintendent H. B. Earling and Assistant E. H. Barrett inspected the division recently.

Trainmaster J. A. Ross is over the division quite often these days.

B. & B. Foreman G. W. Lanning has had his force at Melstone for several days making repairs.

It is reported that Andy Dreese of the Melstone depot force spent Sunday, April 9, at Miles City. He says he went down to see the moxins (?).

Foreman Frank Sickmiller is sporting a new Ford.

Engineer Dan Drake was chosen mayor of Melstone at the spring election. Dan will give us a good administration.

A. J. Kroha, general storekeeper at Tacoma, inspected the storehouses on the P. S. line lately. "Tony," they must be using you well on the Coast. Quite a change since you were in the Milwaukee storeroom.

W. B. Foster, general superintendent, and H. Spencer, division superintendent, of the Musselshell, stopped a few minutes with us April 14. Mr. Spencer is looking well after his vacation.

M. P. Deelhart, roadmaster Melstone to Harlowton, is watching the extra gangs closely these days.

C. & C. B. Iowa Eastern Division.

J. T. Raymond.

We deeply sympathize with Switchman H. L. Shekton, over the recent loss of his father at Springfield, Ill. The deceased was an old time conductor on the Chicago & Alton, and a number of the general officers of that company were present at the funeral.

J. J. Timson, engine foreman, Marion, surprised his friends by bringing a wife with him when returning from his California trip. Congratulations and best wishes Jack.

Misses Myrtle Campbell of the yard office, and Alice McGuire of the superintendent's office, paid a short visit to Chicago and Milwaukee.

Carney Widger, engine foreman, Marion, is taking intermittent treatments at the Sulphur Springs, north of town. Carney says these treatments are good for the health but bad for the heart.

C. D. Olney, switchman, Marion, is spending a few weeks at Kansas City and Excelsior Springs.

W. P. Mullaley, night yard master, Marion, is putting in a couple of weeks on his claim in Wyoming. E. W. Crain is acting night yard master in his absence.

R. L. Kindig, sporting editor, Marion Yard, is a busy man these days holding down first trick Marion yard office and figuring the base ball dope for two big leagues.

Passenger Brakeman S. L. Withrow made a trip to Westfield, Mass., the fore part of April and returned with a bride. They will reside at Manilla. Congratulations and best wishes are extended.

Fireman Earl Townley and Miss Titus were married at Marion in March. They will reside in Marion. Miss Titus is a daughter of Mr. and Mrs. George Titus. The magazine extends heartiest congratulations.

Engineer Bert Nelson of Savanna passed away after an illness of several months duration. The funeral was held at Savanna, Sunday, April 9th. Mr. Nelson was unmarried and resided with his parents. His father Nelson is a long time employe in Savanna round house. The family have the sympathy of many employes in railway circles in their sad bereavement.

Mail Us This Letter

Chicago, Milwaukee & St. Paul Railway Company

Mudge and Company,
443 Railway Exchange,
Chicago, Illinois.

Gentlemen:

I am going to quit pumping and make a motor car out of my hand car. Your "Wonder Pull" complete top (Photo attached) looks good to me.

Heres what I want and I think you've got it.

An "air cooler" because they never run dry and cannot freeze in cold weather like the water cooler. I want the cylinder to lie with the car (not up and down) as the thrust of piston will be absorbed in car travel and I want the engine solid in the frame where it always "stays put" in one place and cannot work loose.

I want everything furnished to me complete and assembled so that there is nothing left for me to do but bolt the top to car body - apply split pulley - lace belt and give her the juice. I don't want to spend one penny for an extra bolt or nut. What I pay you must take care of everything.

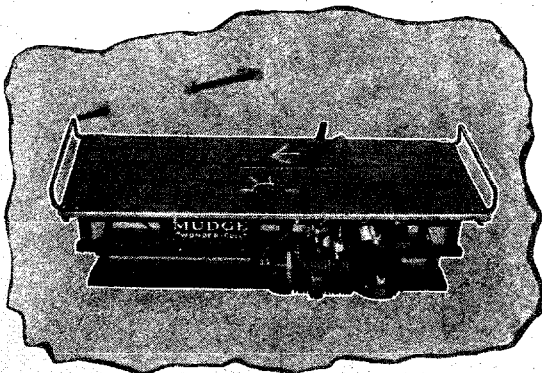
I don't want to wait for my hand car to go into the shops but want everything to come to me in such shape that I can build myself just as good a motor car as there is on this road and do it in an hours time and be out on the line.

Send full particulars by next mail so that I can see if the "Wonder-Pull" fills the bill.

Yours very truly

Occupation _____ Railroad _____

Town _____ State _____



Train Dispatcher F. M. Smith of Mason City was a pleasant caller at the Marion offices. Mr. Smith came to Marion to attend law suit in the interests of the company.

Harold A. Felton of Anamosa has accepted position as stenographer in superintendent's office in place of Mr. Layton.

Foreman Melchoir is erecting a new steel bridge across Maquoketa river on the Hurstville line.

No progress reported in drilling for water at Van Horne or Delmar Jct.

Chief Carpenters of the Southern District held a meeting at Savanna, April 18th. N. H. LaFountain and A. Yappen of Chicago were present. Improvements in prospect for the coming season were considered.

Miss Hazel Newman and Fireman Albert Bragg were united in marriage at Marion. They will reside in Marion. Miss Newman is a daughter of Foreman D. A. Newman of the water supply department. We extend best wishes.

Engineer Grover Patterson has accepted, temporarily, a position with the Wells, Fargo & Co., express, at Marion.

Operator R. L. Taylor of "Ma" office, Marion, is ill at home at present writing. Doctor thinks it will not be serious. Curtis Marchant working second trick in "Ma."

Foreman W. Zimmerman of Delmar Jct. is now engaged laying steel between Marion yard and Martelle. John Smantek relieves Mr. Zimmerman as section foreman at Delmar Jct.

Section Foreman John Macek of Spragueville section has gone to Dakota to look after his farming interests, expects to be gone all summer. C. Pauli has taken his place.

Foreman W. Johnson has an extra gang at work cleaning out cuts, near Lost Nation, where we had a few small slides.

On account of high water in the Mississippi river between Camanche and Shafton, freight trains were abandoned on the D. R. I. & N. W. line for several days.

Agent Percy Parmenter of Browns was away attending funeral of Mrs. Parmenter's father at Preston. Operator Mac Stewart acted as relief agent.

Chief Dispatcher J. M. Moore of Madison, S. D., Yard Master J. M. Plum of Austin, Minn., and Conductor S. J. Simpla, I. & D. Division, attended District Court at Marion in interests of the company.

A special train spreading some fine intelligence concerning the making of good roads toured the division from Madrid to Calmar lecturing at intermediate points. Superintendent Marshall and Trainmaster J. F. Anderson accompanied the train.

Miss Laura Landis made a brief visit with friends in Chicago.

Engineer Frank Windsor of Miles City spent 10 days visiting Marion relatives, and numerous old friends.

E. Daley of the Auditor of Material Accounts office has been doing some special work in Superintendent's Office and at other points on the division.

Operator and Mrs. R. L. Merrill of West Marion are the proud parents of a baby boy born March 20th. We congratulate.

Born to Signal Foreman and Mrs. Wm. Holdorf of Marion, a baby girl, April 17th. Congratulations.

Baggage man and Mrs. G. B. Woodcox made a ten day visit to Syracuse, N. Y., and Westfield, Mass., attending the Withrow wedding, and visiting old friends.

Brakeman B. C. Sears and family visited Mr. Sears' parents in Boston. Mr. Sears' father is in feeble health.

Conductor Thos. Freeman is running the Davenport-Maquoketa Passenger.

Conductor J. A. Pringle and wife visited friends in Chicago early in April.

Conductor J. Reardon on Farley Passenger had two weeks' vacation, J. A. Pringle relieving, and Conductor H. Higgins was off for two weeks, O. E. Torrence relieving. Conductor F. H. Williams was off two trips, F. Craig relieving. Conductor T. A. Hefner was off one week, W. D. Shank relieving.

**Motoring on the Milwaukee,
Up and Down Hill on the East End, R. M. Div.
Mrs. N. B. Still.**

"No use getting mad, you can't stay that way."

Operator Mills who has been working past six weeks at Valencia went to Lennep after Valencia was closed, and left for Sam Lag, Utah, first of the month. Worked one day at Sum-Loweth—for Pinkie.

The substation operators at Josephine who are going to remain there are R. G. Scnyler, A. G. Corry and Wm. Lowney. At Eustis, E. W. Hill, C. C. Peck and M. S. Coover. At Two Dot, F. H. Leighton, Walter Lindsey and Wm. Adelman.

We want to thank Agent R. D. Crowder at Two Dot and Operators Joiner at Eustis and Edison at Josephine for this information.

L. L. Elliott at Ringling is off putting in a spring crop on his homestead. Mrs. Elliott returned from the east first of March and Levi went to Harlowton to meet her. Hughes is working third for him and Monthey on second at Ringling.

Boomer Ben Hollish left for St. Paul, middle of March, account death of his brother. He returned first of April. Now working third at Cardinal. It looks to us as if they could have "picked" on some other place tho.

Operators at Eustis now are Jackson, a new man and Joiner. (Who sends his letters to our postoffice)—brother of second trick train despatcher Joiner.

Mrs. Charles Rader went to Butte, March 26th to meet Charley who has returned from Nevada and is back to work again on the Lennep helper.

A test train from Harlowton to Sum-Loweth, April 7th came up the hill without any trouble of any kind. They had a few cars, cabooses and motor. J. J. M.—M. E. B., Mr. Beeuwkes, G. M. H. and others took a train west out of here and after adjusting some places in the trolly the motors were run through to Harlowton. This was some terminal for a couple of weeks. Coming east with a motor and taking what was here in the yard or a train from the east out of here. The train from the west was taken on to Harlowton by the steam engines. About the only trouble seemed to be too many cars and not enough tracks to put them on. Always said the train despatchers offices should be up here for it would be worse here than any other place on the division and they could figure accordingly. Mr. Wilkins thinks he would like to stay away from here.

The new excuse now on the R. M., not cleaning the fire or blowing up or taking coal and water, but greasing the "pan" and D. W. says he saw a message over on the west end; guess he didn't say who it was from: "Degenerating down hill both phonographs up and a short circuit in the ash pan." You have to be up to date in the E. W. U. now to hold the side table job at "FO." There is a sample on another page of this number of the magazine of what the operator there has to stand for, look it up. One of the train despatchers was riding the road and sent this in. He was called back to work the next day; guess J. J. M. got kind of worried. No telling what might happen if anything like that was allowed to run wild.

Bob Roberts and wife moved to Three Forks since the Lennep helper has been pulled off. They left on 33, April 13th.

Mrs. Frank Echard was taken to the hospital in Butte, first of April. Last report she was some better but still quite sick. Mr. Echard went over with her and Engineer Walden took his place on the night job while he was away.

Conductor Moore, back on the local freight again, Conductor Harnaek having taken the run again on the main line.

Miss Aubrey Black of White Sulphur Springs is visiting Miss Francis Peacock of Lennep. Miss Black, Francis and Miss Pierce of Lennep attended the dance at Ringling, first of April. All reported a fine time.

"If you could hear the train despatcher when he puts out half a dozen orders and

gets Summit sprinkled all through them and then has to bust them and send them all over—well it sounds a lot worse than it looked in print in last month's magazine."

Engineer Everett says he had rather go in on the Wye at Sum-Loweth than any other place on the division if he had a steam engine so he can get out again. Oh you motor, never again.

No. 16 went through Summit—well it's down now and I am not going to change it—with a motor the 10th of April for the first time and there were so many train men with their heads out the windows of the motor it looked like a Sunday school picnic in a street car.

Mrs. and Mr. Bob Chambers, Jack Ahern, Operator Monthey, Mr. Hunt and Mrs. Sill attended the leap year dance at Lennep. All had a fine time.

Conductor Allen left for Red Wing, Minn., first of the month and Conductor Hatton has his run on 33 and 34.

Engineer McNallen made a couple of trips on the Stubs while Engineer Hamilton was off a few days.

If it would do us any good to kick, we would kick good and plenty but it wouldn't for we tried it when about forty extra signal maintainers came up here and changed our train order signal board. We said "will you please put it someplace where we can clear the board if we have to, as we are a light weight and don't want to have to hire a boy every time a "powerful electric locomotive toots" and they said "sure" and put it over in the corner right where we didn't want it and now we can't pull the levers at all and there isn't any boy to hire.

Dave Haffner has returned from Cuba and Key West and all those far-away places we have heard about and never been to. Maybe if we are good we will get to go to Spokane with all the rest of the M. N. G. folks this June and tell little Josie more things about the motors she will have found out for herself by that time.

Operator Henderson worked at Summit—well there it is down again and I am not going to change it—first of the month and Mrs. Houston worked at Nathan while he was here. Conductor Rawls says he never saw so much baggage for an operator to carry around and claims he remembers when yours truly arrived at the top of the hill (has been so long ago, we have forgotten) and that all we had was a very small grip. If we ever have to move now. Oh you car!

The work trains have departed for parts unknown except a few trouble crews shooting around over the division and all we have to do to earn our large pay-check is try and keep all the trains from getting to the top of the hill at the same time and see the next time the T. D. rings the bell if we can't say what place this is without stuttering for five minutes over the name. We try but we say SSSSSSSSS—Loweth every chance we get, and then end by saying Summit after all.

Joe Wright is a cripple. He tried to hop off his caboose like he used to before he got so fat and didn't make it. Some bird?

Conductor J. J. Toy and wife, off for a holiday in Butte for a week. J. J. says he had to buy her a new hat. It's strange, this time of year that any woman would want such a thing as a new hat.

An engineer's wife told us the other day her husband has one of the new motors fitted up with a "kitchenette" and she gives him the family washing when he goes out on his run and he brings it back nicely ironed. Everything handy just like home and it's time someone was working besides the folks at home. Oh, you nice clean over-clothes.

Operator Meade from some of the "closed" stations has been working at Lennep the past two weeks. Francis is off for Easter in Butte and Lewistown.

As you think we are peeved about something we will tell you what it is. After all these years getting a "rep" as the worst place for everything and the best place on the division to stay away from now they go and take our name away from us; can you beat it? Yes'm Summit is no more and now it's SSSSSS... *****Loweth.

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C. M. A. S. T. P.

Twin City Terminals.
Idell N. Widholm.

A very interesting meeting was held at the University of Minnesota, Minneapolis, Friday evening, April 14th, by the American Institute of Electrical Engineers, in which the electrification of four hundred and forty miles of our Pacific Coast Line was described in detail and illustrated by pictures. The meeting was opened by A. L. Rohrer, electrical superintendent of the General Electric Company of Schenectady, N. Y., who gave a very interesting address on electricity as a motor power from its inception. The principal address was given by George H. Hill, assistant engineer, Railway and Traffic Engineering Department. There was a large attendance of railroad men, representatives of the Twin City Rapid Transit Street Car Company, and others connected and interested with the use of electricity as power.

C. H. Crouse, agent at our Minneapolis local freight house, has just returned from a two weeks vacation in New Mexico.

Miss Nellie Hennessey, switchboard operator, who recently underwent an operation for the removal of a goiter, has resumed work again. We are glad to see her back again.

Mrs. August Johnson and son, wife and son of caller at Minneapolis passenger station, are spending a few weeks in Chicago.

A. D. Emery, assistant district engineer, Minneapolis, has just returned from a week's vacation in Kansas City and Topeka.

J. L. Deneen, cash record clerk, Minneapolis local freight house, is in the hospital recovering from an operation on his ear.

George Doxrud, check clerk, Minneapolis freight house, is confined to his home account of illness.

We hope to see them both back at work soon.

The track depression work in the Twin City Terminal District will be resumed the latter part of April.

Walter Duckett will have charge of the engineering department work at 29th street, Minneapolis, this season.

William Cawley, ticket agent, Minneapolis passenger station, has gone to Canada to accept a position with the C. P. Ry, as passenger agent.

Milwaukee Shop Items.
H. W. Griggs.

Mrs. W. R. Edwards, wife of foreman of tin and copper shops locomotive department, died March 20 and was buried the 22nd. She had been a sufferer for many years. She was held in high esteem in the community. Mr. Edwards has been in the employ of the Milwaukee road since November, 1865, starting in at the old North Milwaukee shops.

Geo. Barber, a veteran machinist in the tank shop, died early in March at the age of 83 years. He had been with the company since 1861, and was soon to have joined the Veterans' Association. He started in the old Mississippi shops, Milwaukee.

Mrs. Ella Elliott, mother of H. W. Griggs, died March 4 aged 85 years, and was buried at the homestead in Dansburg, Mich., March 7.

The car department is running on an hour longer time on account of the new ore cars.

Veteran Machinist Joe Corner of the locomotive department, retired March 3 with a testimonial from his associates in the shape of a silver loving cup, pipe and cane and a huge bouquet of flowers; with a good send off by the presence of A. E. Manchester. Mr. Corner had been 47 years with the company.

Quite a bunch of Milwaukee, shop officials attended the meeting of the Western Railway Club in Chicago, the 22nd.

North La Crosse News.

H. J. Bullock.

Eugene Chapman, the gentlemanly B. & B. carpenter, has returned to Portage after the completion of the new ice house here.

F. Haner of Mauston, who acted as roadmaster pro tem during the absence of P. H. Madden, is now very busy laying new steel.

The business part of Lyndon was destroyed by fire in the early hours of April 16.

Engineer Sydney Main and wife have departed for a visit at Lusk, Wyo.

Telegrapher C. L. Alleman has departed for Conrad, Mont., to look after his farm interests.

Conductor C. S. Jorns, who was laid up for six weeks by sickness, is again on the job.

The old reliable Chas. F. Cook, general lineman, was around a few days ago shaking hands. He has been spending the winter in California.

Veteran Switchman John W. Cary is again "shunting" cars after a spell in the hospital where he was treated for kidney troubles.

Jake Casura, yardmaster for the belt line at South St. Paul, recently visited friends and relatives here also at Bangor and Sparta. Jake received his early yard training under J. A. Emerson in the La Crosse yards. This was his first visit in twenty-four years.

Conductors Jerry Lynam and John T. Carey are spending a few weeks at Hot Springs, Ark. Jerry is said to have remarked he was going to see if he could not increase his appetite, but we "reckon" if he takes his Wisconsin appetite with him his landlord will surely be loser.

The Mississippi River at this port is slowly receding after the water reached a point of 13.3 feet or 1.1 foot above the danger line. The back water reached from Minnesota to Wisconsin bluffs and many dwellers in the low lands were forced to move. Pettibone Park was completely submerged and several tracks in the town yards were covered by water.

Malden Roundhouse Notes.

H. R. Gates.

Machinist J. T. Keech is the proud father of a nine and one-half pound baby boy born on March 18. Congratulations are extended.



Reading from left to right—Y. M.—J. M. Plum, Officer John Manning, R. M. Mike McShane, Operator J. L. Ahern, Austin, Minn.

The names of W. E. Taylor and C. J. Smith have been added to the list of Idaho and Columbia Division firemen.

Fireman O. A. Burns is the proud father of a baby girl born on March 23.

Engine Dispatcher A. M. Foreman has returned from the East, where he was with his mother, who is very low and may pass away at anytime.

Business is sure fine on the Idaho and Columbia Divisions now-a-days. Everybody working all the time.

Stationary Fireman Ruhl Reed is laying off and is visiting with his wife's parents at Starbuck, Wash.

Geo. Christoff, brickman, is enjoying a two months' vacation in the East visiting with old friends.

An eight pound girl arrived at the home of Dispatcher and Mrs. L. V. Curran. Congratulations are extended.

Machinists Keech and Hardinger changed a whole set of tires on engine 5509 in just twenty-two hours of actual time worked on her. This was good time and their work was appreciated because of the demand for engines around here now.

Engineer A. S. Nash and Fireman Wm. Plybon have sold out their cigar business in Malden.

Fireman H. Krebs has gone to Spokane to work. Fred is about to take unto himself a wife. Don't forget those cigars.

Traveling Engineer McFarlane paid us a visit recently. It isn't very often that Mr. McFarlane is able to get over this way now-a-days.

The names of Carl Shewnack, G. H. Tood and Geo. Roch have been added to the list of Columbia and Idaho Division firemen.

We are getting our new roundhouse painted now.

"Dad" Monroe will soon be living among the aristocracy in Council Bluffs. He is building a home on Fairmount avenue close to where Roundhouse Foreman Graff, Car Foreman Schmidt, Boilermaker Kinney, Blacksmith

Schultz and several other Milwaukee folks live.

W. V. Division Notes.

W. M. Wilcox.

Engineer Ed Reinhold fell and injured his knee March 20. Engineer Plunkett relieved on time freight run temporarily.

Brooks and Ross finished logging at Kraft's Camp March 31, causing Jack Tulley and crew to be dispensed with on North End.

Agent J. P. Gibson of New Gibson transacted important business in Milwaukee March 26.

We were favored with a short visit from Correspondent H. J. Bullock of North La Crosse the first of the month. He informed us that his mother had been visiting him from Johnson's Creek. Come again, Bert.

Conductor Peter Hollingshead resumed his run on No. 101 March 29 after a two months' siege of illness.

Conductor Chas. Carmen is taking a month's vacation from his duties on the Minocqua run and incidentally a trip to his farm in North Dakota. The "smile that won't come off" will be missed on the North End during his absence. Conductor J. S. Biringer is filling the vacancy.

Correspondent Sampson informs us that he has purchased a typewriter. Wonder if he is looking for a good looking young lady to operate it.

Rumor has it that there will be some important changes in the running of the regular trains on the W. V. Division in the near future.

Engineer John Schultz made a record run on the night of March 16. Too good to keep quiet. John left Tomahawk on the time of our train No. 2 with his new runabout, arriving at Wausau on the time of No. 2. Some speed, considering the condition of the roads. His wife, who was at the station to meet him, was delightfully surprised to see him drive in with the new car. John surely used good judgment in buying a car to PUSH, as the price of gasoline is still going up. We have

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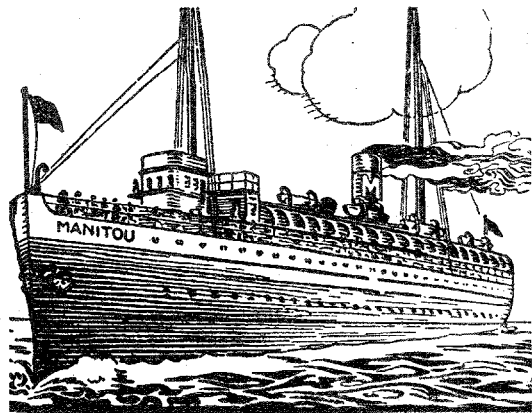
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Office and Docks, North End Rush St. Bridge, CHICAGO



it John handles the car like an old experienced chauffeur, and are very glad John Jr. is enjoying it so much. Go it, Daddy; a good thing to push along.

Operator A. P. Niles of Britt, Iowa, I. & D. Division made the New Lisbon office a call Sunday, April 9, while on his way to Rhineland to attend the funeral of a sister.

A ten pound son arrived at the home of Second Trick Operator A. C. Middlestadt of New Lisbon March 30. Congratulations, Al.

Conductor Tom McCarthy, Tomahawk, passed the cigars to his friends in honor of a little miss who arrived at his home March 19.

Conductor D. Kennedy was off duty a few days the first of April building a new porch to his residence in New Lisbon and making general repairs. Conductor Peter Hollinshead was taken sick near Merrill on his run Tuesday, April 18, and compelled to turn the train over to Conductor F. S. McCulloch.

Engineer E. J. Tierney discovered a fire over the baggage room of the New Lisbon depot at noon Saturday, April 15, and notified Agent Gibson immediately. The fire department was called, but the building was destroyed. Nearly all the property of the Railroad Company was saved, but the Van News Interstate News Company lost considerable of their supplies. Business is now being done in small shanties shipped from Tomah.

Mrs. E. Van Wormer and Mrs. A. Griffith, wives of prominent conductor and engineer of the W. V. Division, left for a visit in Seattle and other Coast points April 15. They will be absent about a month.

District Carpenter W. O'Brien has been busy with a force of men at New Lisbon putting buildings in shape to do business in on account of the fire.

Woodenshoe Doings, Superior Division.

Engineer Chester Foster, who was operated on for appendicitis some time ago, has returned to work. Chet is now minus his appendix a few pounds in weight and some of the "root of all evil."

Frank Landry, veteran switchman at Menominee, has been placed in charge of the Sawyer, Goodman engine at Marinette. This will be Frank's summer vacation.

Fred Bennett is back on second at Ellis Junction—operating, not baseball.

Mr. and Mrs. Elmer Hansen have received a 1916 model infant. It is of latest design and has all the newest equipment. It weighed eight pounds on its arrival and gives promise of being a cheer leader when it grows up. In the course of a few weeks, Elmer expects to become as proficient a floor walker as ever graced the inside of a department store.

Engineers C. E. March and Team Cramer have moved to Channing.

Ore season opened up the 7th and will soon be in full swing.

John Sullivan has been placed in charge of the Crystal Falls District and will hereafter be found beneath the cooling shadows of the Bristol tank with a handful of oranges and a bunch of stories when things are quiet; and with a handful of orders and a bunch of signals when business is congested.

In the Iron Mountain and Norway district, M. J. Donovan's orders will be duly respected by all, and with the aid of blarney and brains, Mike can be depended on to keep things "humming" all the way from Bergem to the Chapin pocket.

Day switch engine has been put on at Escanaba ore yards. Herb Little has charge of the crew and Paul McCormich the engine.

Geo. James is now a full fledged "tallowpot." Geo. has been practicing for the last five years on the pump boiler at Paint River, Crystal Falls Jct., and recently passed the eye-sight, educational and time card examination. If he is as successful in keeping steam on a Class "C" as he has been on a pump boiler, he will be in a class by himself.

Fred Bassett has given up the Marinette switch engine and has gone up on the ore.

A. H. Metzger, who has been agent at Elkhart Lake for a number of years has accepted the agency at Ellis Jct. H. O. Grade of Lena takes his place at Elkhart Lake.

Coburg Notes.

James Leach of the yard office force was laid up several days with a badly sprained foot.

Yardmaster Otho Watson is having an addition built on to his dwelling in St. Clair Park.

Question: Did Operator Alvin Jones buy his family a new Ford motor car immediately after the recent city election?

James Fugate has been placed on the new half and half light repair job created by the car department. John Magin of the car department who has been on night shifts for a good many years finally decided to take a day job. Mr. Horace Morrow is back on the night inspector's job after several weeks illness.

Jimmy Gorman has returned to the service and is checking nights.

Switchman B. R. Rooks who has been working in the yards since December has resigned and taken a job with the Santa Fe in Kansas.

Jordan Williams until recently chief messenger at the freight house has been promoted to a position as porter on the south-west limited and he is succeeded by his former assistant Con Cole.

Mrs. Sam Madison is visiting friends and relatives in Iowa.

Conductor D. V. Parker has improved in health and is at present sojourning in Cedar Rapids.

Mrs. Butler, first trick, Suburban Junction is back on the job again after spending the winter at Sturges and Ottumwa.

Operator Dave Fulton of Suburban Junction enjoyed a visit with his father. Dave still sticks to his farm at Northern Junction.

Joe Sence, night yard conductor, was off for a week looking after his interests on East Twelfth street.

Brakeman Chas. Gillespie is working again after being laid up for a time with an injured foot.

Mrs. H. P. Anderson, wife of Engineer Anderson spent three weeks in Sioux City visiting her daughter.

Engineer John Dido is putting up a fine bi-double house on St. John avenue near the Van Buskirk property.

N. N. Barber of Chicago and Ottumwa, spent the week end visiting his many friends in Kansas City recently. As the weather was too cool Mr. Barber was denied the pleasure of a few games of golf on the local links at Swope.

About the busiest man around Coburg is H. Edward Dudley of the engineering department. Mr. Dudley has charge of the gang that is putting the finishing touches on the work at the Milwaukee elevator and only finds time very seldom to visit his family in Laredo.

Geo. Cook, of the Carmen's Grievance Committee has returned from Chicago and the car mechanics as a result are smiling over the raise given them.

Switchman William Jones enjoyed a ten days' vacation recently hunting mud hens in the East Bottoms.

Thomas J. P. Stewart, day transfer conductor and Mrs. Stewart spent a couple of days at Randolph or thereabouts hunting big game and fishing.

Mrs. Joseph Lieberman, wife of Night Clerk Lieberman, has returned from an eight months' stay in Arizona and California much benefitted in health.

Mrs. Geo. Robinson, Engineer Robinson's wife, has been ill for some time and at the present is not much improved.

Conductor Claude Jones spent Sunday recently visiting in Ottumwa.

Mrs. Jimmy Gorman was called to Chillicothe on account of illness in her family.

Carranza and his squaw were seen passing through Coburg on No. 3 the other evening and it is presumed that we will see no more of the Mexican chief from now on.

Dubuque Division News.

S. A. Gobat.

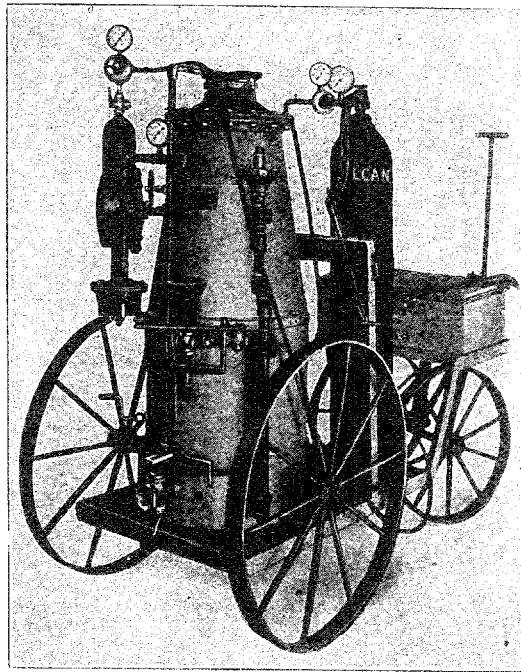
Carpenter Johnson Dilworth and family have returned from a two months' visit in Key West, Florida.

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MINNEAPOLIS, MINNESOTA

Machinist Harry Keck is visiting relatives and friends in Lincoln, Ill.

Assistant Yard Foreman Peter Kunnen spent a couple of days visiting friends and relatives in Aurora, Illinois.

Congratulations from the boys, John, we understand there is a new arrival at our place. A boy at that! (We do not want every John reading this magazine to think the congratulations are for him, we mean **John McEvoy**.)

Blacksmith John Muier and family spent a few days visiting friends and relatives in Chicago.

Carpenter Joseph Miller enjoyed a couple of days visiting friends in Chicago, Ill.

Our night yard master, William Fitzmons is again back on the job after enjoying a two weeks' trip to New Orleans, La., where he spent most of the time taking in the sights at the Mardi Gras.

Louis Dempsey, tinsmith foreman and wife enjoyed a few days' visit at Galena, Ill.

Carpenter Ray Wilberding is visiting the fair sex in Richland Center, Wis. The rest of the news will be published after his return.

Storekeeper J. E. Dexter has been on the sick list for the past four weeks and is now on the road to recovery.

Machinist John Bell and wife enjoyed a few days' visit with relatives in Manchester, Iowa.

Raymond Moore, clerk in the car department and Gerald Hueckels, clerk in the locomotive department, spent a couple of days taking in the sights in Chicago, Illinois.

Conductor George Kuntz is enjoying a trip to California, account of poor health. Quite a few of the boys are receiving postals from him.

Notes from Marion Roundhouse.

Edw. Griffiths.

Business is picking up a little around Marion, as the spring work trains are going on.

"A Boy" down to Engineer Gerald Gordon's house April 4. No wonder Engineer "Davy" Gordon has that broad smile these days, now that he is a grandpa.

Machinist Helper Eldridge Thompson spent a few days in Chicago.

Machinist Apprentice Harold Mullaley is visiting relatives in Newcastle, Wyo.

Jens Cook, the veteran blacksmith helper at Marion Roundhouse, has been on the sick list.

Machinist Frank Mullen spent a few days at Perry.

Fireman Valentine has returned from his ranch in Montana.

Engineer Stafford has taken the way freight run between Oxford and Calmar.

Machinist Geo. Enright is back on the job after a thirty days' leave of absence.

Machinist Fred Rasmussen has moved his family to Marion from Omaha.

Engineer Hayes has taken the firing job on the Maquoketa run.

Fireman Lafferty has taken a thirty days' leave of absence.

Chas. Long, the engine dispatcher at Marion, is on the sick list.

Engineer Cessford is back from California. "Bob" says that he was eating oranges while we were bucking the snow this winter.

Machinist Roland Brousard had the misfortune of turning his ankle, and has been on the lay-off list for the past three weeks.

August Pink, machinist, is again working at Marion roundhouse. We are glad to see "Gloomy Gus" again on the job.

The spring time is here for sure, as "Davy" Gordon is back on the "Fast Mail" between Cedar Rapids and Farley.

Machinist Wm. Buck has been transferred back to Marion from Savanna.

Engineer Gerald Gordon spent a few days in Chicago.

Engineer "Bob" Cessford is spending six weeks' vacation in California.

Fireman Lloyd Keith is back to work after a six month's leave of absence.

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The U. S. Distributing Co. 103 South Canal St. Chicago



Fireman Louis Zimpel, we understand stole a march on the boys, and went over to Du-buque and got married. We haven't seen him since.

Ven Leo, head boiler washer at Marion roundhouse, is taking a trip to California, visiting friends.

Boilermaker Wm. Barth of Perry was at Marion doing work with the welding outfit.

Machinist Earl Hopp, formerly an apprentice at Marion, showed up the other night with the proper credentials, and went to work on the night shift.

Work on the Enginemen's slow board at Marion is sure slow these days.

Machinist Frank Mullen of Perry has accepted a position at Marion roundhouse.

Machinist Art Law has transferred to the day shift; things are different with "Art" since he got married.

Frank Zuhlke, the carpenter at Marion roundhouse for a number of years, has re-signed, going to try the farm up around Mason City. His place is being filled by Ray Harlan.

Otto Bensch, "the village blacksmith," spent a few days in Chicago, doctoring his eyes.

Machinist John Law, captain of the machine shop, is the busiest man on the place these days.

Engineer Hanner, on runs Nos. 27 and 28, is taking a few days rest, spending the time with his family at Perry; Engineer Stafford is pulling the yellow cars while he is off.

Otto Beall has accepted the position of storekeeper in place of Geo. Titus. Beall is not a farmer or a stock raiser.

Fireman Albert Braggs was married the 15th. The "General" has not shown up as yet, so we don't know the particulars.

It's an epidemic, I just received word that Fireman Earl Townly is to be married the 18th.

Lloyd Stobough, the call boy for the past four years, has accepted the position as store-room helper, making a nice advancement for him, both in work and in salary.

Arthur Curtis, who has been night call boy, has been transferred to day work.

Engineer C. L. Montgomery called on us at the roundhouse office one day last week. Glad to see him.

The new engineers' and firemen's schedule are now out and we have been putting in our spare time studying them up.

Tom Pullin, the veteran fire builder, spent a few days at Kansas City visiting friends.

Geo. Titus, storekeeper for several years at Marion roundhouse, has resigned his position of handing out the hardware and hot air, and we understand that he is going to take that famous calf and move out on a farm. We have all tried to make him believe that it takes more than one calf to make a farm, but he claims that this one is as good as four or five of the common herd.

Machinist Helper Eldridge Thompson spent a few days in Chicago, looking over things.

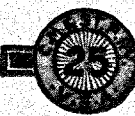
Fireman Louis Luke and Lafferty visited friends in Chicago.

Chicago Terminal Items.
Catherine M. Bartel.

General Yardmaster John Grunau and wife returned from Excelsior Springs very much improved in health. Jack says the waters down there surely fix a fellow up good. He returned home in advance of Yardmaster Dudley, who had not had baths enough to come home with Jack. Mr. Dudley is a different man since he returned. He cannot bear to have a track blocked on the hill now.


We observed Engineer Henry Bischoff smoke a big black cigar the other day instead of the pipe. It must have been one of those election cigars though.

Assistant Superintendent Terminals W. C. Bush, has been suffering with a very severe cold the past ten days, seriously interfering with his voice, but he kept at the Juniper Tar and it finally gave way to the treatment and he is O. K. again.



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**The Travelers
Insurance Company**

Ticket Department
Hartford, Connecticut

We have a report that third trick Train Director Frank Reed was stuck in the mud at the north end of the viaduct, 56th avenue recently. We have received no report as to how he got out, but he surely needed the wrecker. We noticed him the following morning acting as chauffeur for the general yardmaster and assistant general yardmaster.

Miss Helen Murphy, the popular bill clerk, Galewood Transfer, walks around these days with a smile on her face, produced, no doubt, by the fact that the baseball season is about to open up. The new Cub park over on the North Side is some distance from Galewood, but the car service is good and she will without a doubt be sitting over near the first base at most of the games this season.

A. C. Van Zandt, chief clerk to Trainmaster Costello, is making frequent trips to Champaign, Ill., which indicates that there is some attraction in that city in his favor. Van is a regular fellow when it comes to entertaining the fair sex.

F. M. McPherson, formerly chief clerk for Superintendent Rupp, has been transferred to Chicago Station; B. H. Perlick taking his place in Mr. Rupp's office.

N. T. Sharman, operator, is recuperating on his farm in Michigan after a strenuous winter in "C" office; Operator Montez taking his place.

Timekeeper Elmer Schildein spent a day recently with his father at French Lick, Ind.

Mrs. A. H. Sharenberg, wife of Agent Sharenberg, and daughters Harriet and Dorothy, are away on a trip to Hot Springs.

Henry Doornbosch, of Agent Fesler's office, has been promoted to assistant chief clerk to Superintendent Rupp.

Entertainment
given by
Galewood Glee Club No. 333
first anniversary
Auditorium Galewood Temple
56th and Armitage Avenues
Saturday Eve., April 1, 1916
at 8 o'clock

1. The first number will be a lecture on the given subject: "Is Spaghetti a la Italian served with hair oil sufficient brain food for bill clerks?"
By Prof. Doolittle of the Pie a la Mode Club
2. Song—When It's Closing Time in Galewood
By Olive Gibbs
3. Pantomime.....Diving for Gravy
By L. Herold.
4. Drama.....Paradise Lost
Characters:
EveEsther Johnson
AdamEdward Phelan
The Tempter.....Frank Crow
Gabriel.....L. Herold
Bad Angels.....Night Shift
Good Angels.....Day Bill Clerks
5. Recitation.....The Story of a Billfolder
By Victoria Schwartz
6. Tragedy.....For I Have Toiled
By Mr Rosebrook
Mr. Urgens
Mr. Kerr
Mr. Hunt
7. Song.....My Bonnie Is Outside the Coop
By Louise Plump
8. Gymnastics.....The Jolly Four
By H. Hoffman
C. Cogan
Rose Murphy
Anna Wind
9. Dance Highland Flings
By Olive Gibbs and Mr. Justice
10. Song.....The Bill Clerk's Lullaby
By the Galewood Trio
V. Schwartz, Dramatic Soprano
A. Kubal, Contralto
T. Miller, First Tenor
(positively their first appearance).
11. Recitation.....Slide, Kelly, Slide
By Helen Murphy
12. Sketch.....The Search for the Lost Easter Bonnet
By Bauer and Connelly
13. Duet.....The Jitney Ride
By Miss Martin and Mr. Kerr

S. M. East.

The Mag for May must go to print
So at this dope just take a squint;
The items which I longed to see,
Came not so it's up to "One T. P."
FOUND—Two items for this month's Magazine.

If we depended on the news that was sent in our write up for the S. M. East would be slimmer than Bill Fraser.

Clark Johnson, the handsome Adonis whose familiar chirography appears on all the trip passes, made a trip to H²O town the other day. Evidently Cupid has some fair flame down there.

Extra Dispatcher R. E. Wood, off for a few days after J. W. M. returned to Madison, filled in at Lanesboro nights during absence of regular occupant.

Some proofreader, who ever it is, throwing the type for the Magazine, "pied" several of my April items, but guess the drift of the information got through all safely.

While Mitchell Mikkelson, the third trick lightning exporter at Wells, was under his father's care for a case of tonsillitis, Relief Operator Swanson expensed the bills.

Some one would make a fortune if they would invent an air brake to be attached to these wiggle stick sending machines to enable the manipulator to stop when he had accumulated the required number of dots. A dot is a small thing, but when the Morse is shooting over the wire an extra dot makes a consist look like a war telegram or worse. To wit: Hanson, conductor; Higbee, engineer, and Holmes, fireman, comes singing in thushly: Panson Pigbee and Polmes pave now 1 pogs for Puntley. No wonder the train detainers are cut off in their prime or go to live at West Salem among the other joke artists.

One T. D. sent a "con" a message to come in office on arrival. S. F. B. Morse's understudy, translated it on paper thus: Come in off ice. Aforesaid waybill juggler thought the train detainer was crazy with the heat, as there was no ice within twenty miles of that office.

Operator Cornell has resumed work at Albert Lea, and Phelps has returned to Moberg or Vicksburg—take your choice.

Mexico B. Marr, formerly on S. M., has framed a come-back, and after working first trick at Jackson during Solberg's absence has taken charge at Easton while Agent Wright rests and recuperates.

Our constant reader at Jackson informs us that Ray Solberg, the efficient captain of the office Bowling Team, recently celebrated his twenty-first birthday by indulging in a fifteen-day leave of absence, the same being kindly granted him by Chief Dispatcher Sorensen. He was relieved by Mexico Marr, the ex-Villa Ranger.

Second Operator Burroughs made a flying trip from Jackson to Minneapolis the first of the month.

Ben Woolworth, assistant agent, has returned to work after a month off, on account of sickness.

Spring has arrived, for Ike Grave is working daily getting his jitney bus in shape for the summer business.

They took off the "Goat" at Jackson on account of a lull in business, so the Malone Twins are on the "Shack List" and the rest of the bowlers are on the road.

Here is one we found, which we dedicate to Josephine, if what Hickory Sampson says is true:

To Josephine:

A bride stood in her kitchenet, her eyes were wet with tears:

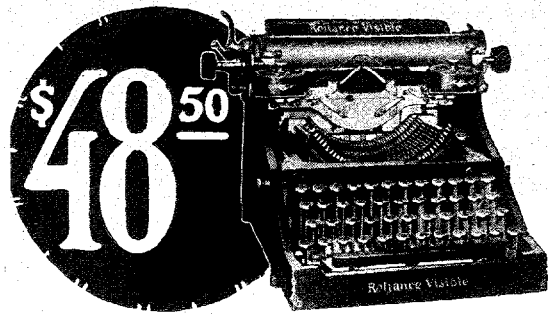
She hadn't cried so much in all her two and twenty years.

What awful grief: what sorrow great and what o'erwhelming woe

Do you suppose had caused those tears her eyes to overflow?

Fear not, no broken heart was there to form that Great Salt Lake;

'Twas slicing onions to be fried for dinner with the steak.



Now know the comfort of quick, legible writing on a regular \$100 typewriter—sold by us for only \$48.50. And the privilege of 30 days' free trial besides. Earn enough money during trial time to pay for the machine. You will easily get from 10c to 20c a page from those near you, who will be glad to get work done.

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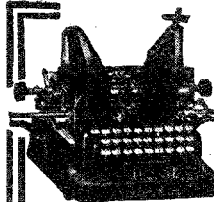


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What Nots from Milwaukee Terminals.*Josephine Healy.*

Robert Allen, formerly one of our messengers, feels pretty big of late. Bob has a job throwing switches, and commands quite a salary.

We learn with deep regret of the death of Mrs. Alice Igo, mother of Yard Clerk John Igo, Canal Yard. Mr. Igo has our deepest sympathy.

Switchtender Johnny Clark was married to Miss Craft at Waukegan. It is reported that cigars are plentiful in the Reed Street Yards nights.

Yardmaster Lombot has been absent from his office for some time because of trouble with his eyes. We hope he will suffer no serious results.

Conductor Amos Koch wishes the readers of the Magazine who do not see him on his beer train daily to be informed that he is not wearing his checker-board mackinaw any more. With the blowing of the balmy spring breezes Amos has donned a creation consisting of corduroy and brown leather. (No need to say it is stylish looking.)

Two more electric locomotives, numbers 10207 and 10208, passed through the Milwaukee Terminals on March 29 on their way to the Coast.

A. Gamm, chief clerk in the General Superintendent's office, has just returned from a trip over the Coast Division. Although the elements were somewhat against him, Mr. Gamm reports a very fine trip.

The night shift in Muskego Yard are somewhat worried over Frank Moshier's great grief—something is bothering Mr. Moshier, and nobody knows what it is. The boys say they are not far off when they surmise that a certain young lady is implicated.

Art J. Knerien, formerly yardmaster in the Canal Yard, has been appointed assistant general yardmaster days, Muskego Yard office, and Jacob Adams is taking Mr. Knerien's place in the Canal Yard.

Our Editor promised to make a trip to Milwaukee this week, but I guess she has forgotten us.

The wedding of Victor Flut, M. C. B. bill clerk, to Miss Helen Kleczka, sister of Court Commissioner Kleczka, has been set for May 10. Victor didn't give us detailed information, but Harold Carney says it is going to be "some affair."

Sted, as Society Editor of the Spokane Terminal, I feel it my solemn duty to inform you that the lost chord has been found—Agent Regan knows all about it. At church lately, when the congregation was given an opportunity to demonstrate the range of their voices, William Regan sang so loud and was so far ahead of everyone else that his bosom friend edged away from him, and "Bill" was very much a. one.

Brakeman Dan Healy, formerly on the Janesville Line, now goes through the Milwaukee Terminals occasionally on the C. & M. Division.

Just received a postal card from Switchman Jas. Goodwin, from Batamo, Cuba. Mr. and Mrs. Goodwin are on an extensive southern trip, and are having a fine time.

The family of Switchman M. McMurtrie was called to Omaha on account of the serious illness of Mrs. McMurtrie's mother.

No. 263 on April 15 had an electric locomotive for the Far West, but Operator Dick Will didn't apprise me of the fact until it was too late.

Switchman Jos. Boos, Fowler Yard, entered his dogs in the Dog Show, Auditorium, and Joe's dogs were awarded three prizes, one first and two thirds. If anybody wants to buy a good dog, Joe is at Fowler Station every night.

Switchman Herbert Towl and wife have gone to Lansing, Iowa, to attend the funeral of Mrs. Towl's brother, Otto Riser.

J. T. Greenwood, car tracer, has proven very efficient at rounding up steers which escape from the Stock Yards.

Engineer Harry Claybaugh and wife arrived home April 7 from a ten days' trip east in Indiana and Ohio, visiting relatives and

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CHICAGO

WE PRINT THIS MAGAZINE



friends. Mr. Claybaugh reports a fine jolly time.

Wm. Deckert of the Valuation Department blossomed out in his new Overland a few days ago. We hope "Bill" will give us a joy ride in the near future.

We understand that Leo Callahan, clerk in the new machine shop, is going to buy a new pair of roller skates next pay day. Why the skates, Leo?

W. B. C. Wible of the M. C. B. Billing Office is very happy these days over the fact that he won 25c on Mayor Hoan.

We suppose that Walter Buckley, clerk in the passenger erecting shop, will be leading his baseball warriors on the battlefield in the near future.

It is our understanding that Ed Breidster, foundry clerk, and one of his friends are going into some secret business. We wonder which one is going to hold the money?

Jack Bremser, bill checker in the M. C. B. Bill Office, wants to know why Warren McEvoy goes to New Butler nearly every Saturday. Jack seems to think there is a woman in the case.

Miss Pearl Berry is now the substitute operator at the Milwaukee Shops. If she is as good an operator as her sister Mae we will have no cause for complaint.

Clem Follmer, timekeeper in the Car Department, was mistaken for a civil engineer some time ago. Too bad Clem can't wear those high shoes all the year round.

"Shorty" Reiff marched into work the other day, all ironed out in a new spring suit. We had expectations of being invited to a wedding, but were sadly disappointed.

River Division Items.

H. D. Witte.

Roadmaster H. C. Kassabaum and Chief Carpenter J. Ostrom went over the Menomonie line by motor car recently.

Fred Wilson, engineer Eau Claire yard, was called to Chicago on account of the death of his brother-in-law, Dr. Sachs, of Chicago.

Engineer Walter Hunt and wife of Minneapolis were Chicago visitors the first of the month.

Mrs. N. Quandahl, wife of Cashier Quandahl, Decorah, Ia., visited her son, Norman Quandahl, bill clerk at Eau Claire, last week.

John Hayes, Wabasha Division conductor, who has been taking a course of treatment the past two weeks at Prairie du Chien, returned Sunday very much improved.

J. Burger, one of our bill clerks of Eau Claire, is having his voice trained at two dollars per lesson, and from all indications will develop into a second Caruso. Joe will let the boys know when he makes his debut.

Lineman W. W. Dinnels and wife spent a week visiting with relatives and friends in Ludlow, Mo.

Mr. McMillan, assistant yardmaster at Eau Claire, has decided to abandon politics and devote his time to looking up angleworms for his fishing trip. By the way we note he is making a little coin on the side by disposing of them to the anglers and now has orders in for five cans. We expect to hear some fish stories from Mr. Bohn later.

Our agent, D. W. Kidd of Eau Claire, has quit entertaining traveling freight agents evenings. His time is being spent elsewhere. Remember D. W. is a single man yet.

During Conductor J. Hayes' absence on Nos. 604 and 605 on Wabasha Division, Conductor H. L. Wahl handled the business.

We are informed that M. T. Skewes, chief dispatcher, is laid up with a bad attack of inflammatory rheumatism. We hope for his early recovery.

The local freight agents of Eau Claire and Chippewa Falls were addressed by Mr. Helderman of the Western Weighing Association at their initial meeting last week at Chippewa Falls. W. B. Putman of the Omaha, appointed president, and Mr. Kidd elected treasurer and secretary.

The Eau Claire office force wish to announce the coming nuptials: Mr. Wm. Kidd, ware-



"SAFETY FIRST"

has been the invariable rule of the Old National Bank since its inception in 1891. The soundness of this policy is attested by the fact that for the past decade its deposits have steadily increased at the rate of a million dollars each year.

☞ This strong bank invites you to avail yourself of its broad banking service— to become one of its army of more than 17,000 depositors

CALL OR WRITE FOR BOOKLET
OLD NATIONAL SERVICE

OLD NATIONAL BANK
OF SPOKANE

Resources \$12,000,000

**"KIRKMAN'S
SCIENCE OF RAILWAYS"**

The Author of "THE SCIENCE OF RAILWAYS" served for fifty years in various departments as a railway officer and employe. 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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THE Dakota National Bank of Aberdeen, South Dakota

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We solicit the accounts (large or small) of Banks,
Bankers, Corporations, Firms and Individuals, and
promise to all every courtesy and accommodation
consistent with conservative banking.

4 Per Cent on Time Deposits

New England National Bank

THE Bank

OF

KANSAS CITY, MISSOURI

Twin City Taxicab and Transfer Co.

SUCCESSOR TO

TWIN CITY TAXICAB COMPANY

Cook Omnibus & Carriage Co.

St. Paul

Mattison Taxicab & Transfer Co.

Minneapolis

houseman, and Miss Nellie Murphy of that city.

H. E. Jones, agent; H. C. Kassabaum, R. M. of Wabasha; A. G. Hanson, agent, Lake City; A. B. Jones, agent, Chippewa Falls; R. I. Winters, Agent, Menomonie, and D. W. Kidd, Eau Claire, attended Safety First meeting at Minneapolis.

W. J. Thiele, Supt.; A. S. Willoughby, D. F. A.; C. E. Lenon and W. H. Garvey, inspectors; H. C. Kassabaum and J. Wagner, R. M.; made their annual inspection on River, C. V. and Wab. Divisions April 17 and 18.

Car Inspector J. Schmidt's home has been gladdened by the arrival of a daughter.

Des Moines Division Notes.

Florence F. Fosdick.

Agent Chas. Try of Farlin has resumed his station duties March 1st, after a leave of absence of about three months, which he spent, together with his wife and son, Foster, visiting in the west.

A. A. Wilson, division freight and passenger agent of Davenport, visited Des Moines offices while in Des Moines attending the funeral of Abe Wilson of Seymour.

Superintendent and Mrs. R. P. Edson are rejoicing over the birth of a granddaughter to Mr. and Mrs. J. W. Williamson of Snelby, Montana, Friday, February 18th. The new comer has been named Helen.

Agent W. J. Black of Sac City was a pleasant visitor at the Des Moines offices, February 22nd.

On February 25th the elevator belonging to the Farmers' Co-operative Company at Grimes, burned down caused by an overheated stove in the elevator office. Its close location endangered the depot which caught fire in several places but each time was quickly extinguished. Thanks to the prompt action of the citizens.

Mrs. Susan A. Stuber, mother of Lineman B. Stuber of this division passed away at Woodward, Tuesday morning, February 29th. The kindest sympathy is extended to Mr. Stuber and the bereaved family.

Train Dispatcher A. Olson of Des Moines is the proud uncle of a niece born Thursday evening, March 2nd, to Mr. and Mrs. Harry Lovell of Carlisle.

The wife of Engineer Geo. Finnicum, Des Moines, was called to Denver, Colo. on account of the death of her sister, Mrs. Parn Gibbs, February 21st.

Agent V. D. Evans, wife and son Dean of Rockwell City, were visitors at Des Moines on February 23rd.

Miss LaVaune Hutson, daughter of Engineer Geo. Hutson of this division, left the fore part of last month for an extended visit at Battle Creek, Mich.

Engineer Ray Morse and wife of Rockwell City were called to Tama, February 28th on account of the sickness of a relative.

The wife of Section Foreman Chas. Crawford of Grimes is visiting at Oelwein.

Miss Libbie Garber, former correspondent for this division, has secured a position as stenographer in the general offices of the Rock Island Lines at Des Moines. Her position as stenographer in the superintendent's office of this division has been filled by Miss Lela Burnham of Norton, Kansas.

Brakeman Clifford Long visited relatives and friends in Montana, during the fore part of April.

Chief Dispatcher G. R. Dickman has been on the sick list for a couple of weeks during the latter part of March. We all hope that his health will improve, so that he will be able to cope with his duties as formerly.

S. E. Dime who has been chief clerk for the superintendent of the Des Moines Division for several years has resigned to accept a similar position in the general manager's office of the Ft. D., D. M. & S. R. R. at Boone, Iowa. His many friends on this division wish him success. E. W. Olson of Rockwell City will succeed Mr. Dime.

Engineer J. Bodenberger and wife and Foreman J. Gressenger and wife are planning a trip to their homesteads near Roundup.

Mont., in May. They expect to visit friends at Minneapolis, en route.

Brakeman E. E. Cadwell visited his people at Leavenworth, Kansas.

Brakeman Paul H. Barker and wife made a trip to Albia to visit their relatives.

F. J. Yerke, a former train despatcher for this company at Perry, paid the division offices at Des Moines a pleasant visit April 3rd. He is now employed as night chief despatcher for the Soo line at Minneapolis. Mrs. Yerke accompanied him on this trip.

Mrs. W. M. Jacobs, wife of Conductor Jacobs, and daughter Margaret are planning a trip to Kirksville, Mo., some time this month.

H. D. Rowe, chief clerk to D. F. & P. A. office at Des Moines has accepted a position with the Des Moines Union Ry. C. M. Thomas, former chief clerk has succeeded Mr. Rowe.

Mable Wakefield is now employed as stenographer in D. F. & P. A. office at Des Moines in place of P. F. Flynn, who has accepted a position as stenographer to Assistant Superintendent Howie of M. & St. L. R. R. at Ft. Dodge, Ia.

A Safety First Committee Meeting was held at Des Moines, Monday, April 17th. The meeting was well attended and various topics came up for discussion for the good of the cause, and proved that great interest is manifest in the Safety First Movement.

Ores Zehr, who has been attending college at Mt. Vernon, Iowa, paid a visit at his parental home at Boone. His father, Mr. C. J. Zehr, is agent for our company at Boone.

A general meeting of all section foremen was held in Roadmaster Nunn's office at Jefferson, Iowa, on April 4th for the purpose of discussing matters pertaining to accounts in the track department. This meeting, however, happened to come on a memorable date, i. e., the birthday of our genial roadmaster, Mr. Nunn. During the session, John Wright, section foreman at Jefferson, invited all the members at the meeting to call at his new home for a little "house warming," and emphasized his invitation to Mr. Nunn. After they had gathered at Mr. Wright's place, a very pleasant surprise was sprung on Roadmaster Nunn by presenting him with a handsome upholstered chair, as a birthday gift from all the section foremen on this division. The presentation speech was made by Mr. Nunn's former clerk, C. G. Kelly, who was present for the occasion.

Tacoma Items.

F. J. J. Kratschmer.

The Germans have won another great victory. Their latest official spelling is: K-o-e-n-l-e (Kelly).

Don't put me down in the directory as a laborer—Useless.

R. A. Nofke dropped in on us for a few days last month. Sorry we didn't get to pay you that feed we owe you Dick.

F. E. Loonam is wishing that St. Patrick's Day would come oftener during the year so that he could work all day under a green canopy.

Carl Teuver is the new office boy with the hearty laugh.

George Mayhood is helping the derrick pick up engines and other small things.

Harold Brautigam has taken a position as inspector in the yard office. Fred Ingersoll succeeds Harold as M. C. B. clerk in Mr. Campbell's office.

"Arny" Schrup is having all kinds of trouble of late. His wife went to Portland on a visit, and "Arny" says he is making all his "visits" to the dentist.

We understand that our friend Ross was recently mixed up with a minstrel show at Spirit Lake. Any danger of your touring this part of the country, Rossy? We want to begin saving eggs.

Barry Glen and E. Sweeney, two "chums" from the machine shop, recently invested in new blue flannel suits, and paraded Pacific avenue.

Amos Wilson of the upper floor has been transferred to Deer Lodge store.

Saint Paul Road Employees

do you realize that it is possible for you to have your name on two payrolls—one of them that of the railroad for which you work and the other the interest payroll of the bank where you deposit your savings?

If you live in or near Saint Paul you ought to be on the big interest payroll of the 44-year-old Merchants National Bank. Pay day comes four times a year—on the first of January, April, July and October.

In this case, whether or not your pay increases depends entirely upon you—the more you put in the more you get out.

Merchants National Bank

Capital - - - \$2,000,000
Surplus and Profits \$2,000,000

Fifth and Robert Streets
SAINT PAUL, MINN.

The Bank of Personal Service

First National Bank

OF LEWISTOWN, MONTANA

RESOURCES
\$2,000,000.00

The Big Bank of the Judith
Basin Territory

Who wouldn't "Puncha" Villa?

Mrs. T. J. Hamilton recently received a package via parcel post which she was afraid to open, fearing it might be a bomb, or an infernal machine. The boys who tasted the fruit-cake Mrs. T. J. pronounced it as neither one, but are hoping you get another "scare" like that real soon.

Otto Schuetze, blacksmith foreman, suffered a very painful bruise when his forehead came in contact with a swinging sledge hammer in the blacksmith shop recently.

If a man is arrested for "speeding," is he afterward known as an ex-convict?

A couple of Barney Zilley's laborers had a scrap. One threw some gasoline on the other. Said the other: "I pelief dat's gazolene," and he struck a match to find out. Nuf sed! He was rushed to the hospital in Barney's Ford.

The Miller & Kratschmer Five Hundred Club finished just a mile ahead of the Snyder & Felzer combination. The score at the end of a month being 5,280 points in favor of M. & K. We might also state that the former are the representatives of the store department, while the latter are of the mechanical department.

Here's Charley Goiny's latest "yoke" (yolk): "How many eggs will fourteen chickens lay between Miles City and Tacoma, if they lay eight between Puyalup and Tacoma?" Explanation: Charley recently bought fourteen hens from a rancher in Puyalup, and brought them to Tacoma in a machine. The hens, in order to show their appreciation of the nice ride they were getting, laid eight eggs in the box—at least so says Charley. But how do we know but what it was a Ford.

J. V. Miller left us the early part of May for an extended visit to his old home in Two Harbors, Minn. His mother and brother, F. Newman, accompanied him.

General Foreman P. T. O'Neill of Spirit Lake, Ida., paid us a hurried call last month. He brought with him the good news that our

old friend Mr. Sparrshot was feeling better than ever before.

Joe Smith's office has been enlarged. He took in—more space.

A few things we can make out of initials: "C. G." Goiny, "Prince Albert" Manley, "Nota Bene" Foottit, "Some More"—Berg, "Car Fare" Maass, "Johnny Bull" Mason. That's enough.

"Happy" Martin says that we were "unfair" to him in last month's issue. He wishes us to announce that it was his Ford that broke the trail to the shops during the heavy snow last January. But why worry about that "Happy," let's go swimming.

The Milwaukee recently leased the old Bal-four Guthrie dock across from the Milwaukee docks, for the purpose of unloading cars so as to relieve the car shortage situation. A part of Mr. Alleman's office force was transferred to the opposite side.

Ray Grummel is going to move to American Lake this summer, where he owns a summer wigwam. Got room for one more, Ray?

Council Bluffs, Iowa, Notes.

Mrs. H. Hackstock.

Wm. A. Failer, formerly powerhouse engineer, has accepted the position of night roundhouse foreman.

Harry Barrett, formerly night roundhouse foreman, has resigned his position and will try his hand as a farmer. Good luck to you, Harry.

"Nubbins" Wallace has returned from his honeymoon trip in the West and has taken the position as powerhouse engineer. This is a good advancement for "Nubbins" and we married folks like that fine.

M. J. La Courte was a caller on March 28 on business pertaining to safety appliances.

Machinist Apprentice Harry Hall met with a very painful accident a short time ago. He was badly burned when the gas fixtures in his home fell down.

"Jimmy" Gallagher of the freighthouse force has returned to work after having been ill for

Savings and Health

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?

A year soon passes. Decide NOW that next year your dollars will help you *earn more* by making you better physically and mentally.

A few dollars deposited now, and as little as a dollar a week added, will mean a fine "back to nature" vacation for you next year.

Saving brings happiness. Gives you self-confidence. Makes you ready for Opportunity. Keeps the "wolf" away.

We help you save. When you get enough, we help you invest. If you don't have quite enough to invest, we will loan you any fair difference.

SAVINGS DEPARTMENT (On ground floor—just inside of front doors)

3% Interest Paid—Open on Mondays from 10 A.M. to 8 P.M.

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125 W. Monroe Street, Chicago Between Clark and La Salle Streets

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For Your Savings or Checking Account For the Administration of Your Estate For the Selection of Your Investments For the Protection of Your Valuables

Capital, \$4,500,000 Surplus and Undivided Profits \$2,000,000



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some time with scarlet fever. They say "Jimmy" is looking very pretty now. He had a birthday on the 13th of April and was telling that he was only sixteen. We believe he has seen 16 summers all right, but we also remember seeing something in the papers not long ago about him being one of the eligible bachelors of this city.

Night Machinist Lawrence Gallagher was ill for some time with throat trouble.

Mrs. Geo. Wehrhahn, wife of Passenger Car Inspector Wehrhahn, has returned from a Western trip.

Mr. and Mrs. Wm. Graff report a fine time while in Dubuque recently. All kinds of auto rides now.

Peter Theobold of Dubuque has been here to paint engines. We noticed that he was looking very fine and a great deal happier than usual and found that the secret lay in that he was married not long ago. What in the world is the matter with Dubuque? Why don't they keep us better posted?

Ezra Harvey of the night roundhouse force celebrated his 21st birthday on April 6. He was called from his work and when he came home found a lot of friends. His birthday gift from his folks was a fine 21-jewel Hamilton watch.

Geo. Reddick, night stationary fireman, and wife are rejoicing greatly over the arrival of a new baby boy. We wish them much joy with the little fellow.

Machinist Helper Jim Johnson has been quite ill for some time.

The wife of Car Repairer Andy Moen has been very ill.

Clarence Halverson, night hostler, has gone to Channing, Mich.

Am wondering when the streets in Perry will ever be paved. We hear an awful lot about "bithualetic" pavement now a days.

Engineer Earl Baker, formerly in road service, has accepted a position in the Council Bluffs yards and will move his family here.

J. J. Connors and M. F. Smith of Dubuque, together with General Foreman Miller of Marion and Car Foreman Schmidt attended the annual meeting of the South Omaha Joint Car Inspectors' Association held at South Omaha on April 12. There will be another meeting on May 10.

Fireman Lewis Howe has returned after spending the winter in Florida. Mrs. Howe did not return with him and is now visiting in the East.

Machinist Helper Chris Nelson met with a very painful and serious accident recently while in the performance of his duties. His eye was badly cut by a piece of flying brass and it was thought for a time that he would lose the sight of that eye. He has now returned from the hospital and getting along very well and it is thought that the eye may yet be in fair condition.

Tommy Glynn came way down to the office to see us Monday, April 5. We appreciated his call O. K. but he forgot something. He promised to bring a bunch of bananas to us for hunting up a Greek who scratched his hand and went home and never came back to sign a release. We found the Greek and got the release O. K., but "Tommy" forgot. Oh, well, it is always nice to have something coming.

Engineer Hicks had a bet with the foreman recently. The foreman got the cigars. I am expecting a whole bucket of candy on payday.

The wife of Car Repairer Chris Anderson is visiting in Kansas City.

Switchman Robt. Welker had his ankle painfully injured while at work recently.

I called up "Rooney" to find out if anything had happened over there. He said there was nothing doing at all. My, what a terrible state of affairs. He says indications are that something might happen someday.

Also I called May at the freighthouse. She told me the stuff about Jimmy. Every one there is fine. "Uncle Tom" Diwocky remembers us just two times a month now.

JOHN S. TUCKER, Pres. ISAAC HAZLETT, Vice Pres.

G. W. LALONE, Cashier

MINNEHAHA STATE BANK

25th Street and 27th Avenue South

MINNEAPOLIS, MINN.

Special Accommodations furnished on
pay days.

4% Paid On Savings 4%

Insurance of all kinds in first class
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Loans made on city real estate.

We keep open Saturday and Milwaukee
pay day evenings from 6:00 p. m.
to 8:00 p. m.

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The Seattle National Bank

Seattle, Washington

Resources \$17,000,000

Seattle's Largest Bank

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CAPITAL \$1,000,000 RESOURCES \$13,000,000

Spokane & Eastern Trust Company

OFFERS A
Complete Financial Service

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ROUNDUP MONTANA

"The busy bank of the Musselshell Valley"

Safety Deposit Boxes For Rent
Railway Pay Checks Cashed Without Discount
Interest Paid on Time Deposits

A. A. MORRIS President
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Bankers

Established 1877
BUTTE, MONTANA

Alex J. Johnston, Cashier J. K. Heslet, Ass't. Cashier

Transacts a general banking business. Accounts of banks, corporations and firms will receive best terms consistent with good banking methods.

Interest Paid on Time Deposits
Boxes in Safety Deposit Vault

Larabie Bros.

BANKERS

INCORPORATED

Deer Lodge, Montana

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

La Crosse Division Doin's.

Guy E. Sampson.

Conductor Frank Varney of the M. & P. line is back on his run after a few weeks spent at Hot Springs, Ark., receiving treatment for rheumatism.

Engineer Dan O'Leary is laid up at his home at Portage suffering from an attack of rheumatism.

The depot at Poynette was broken into and a small sum of money stolen one night this month. The following day Brakeman J. B. Monks met a suspicious looking man trying to beat his way on a freight train, and when J. B. objected he was notified that the trespasser was hard boiled and carried a smoke wagon. Jim naturally took his word for it and moved on, only to notify an officer, who at once went after the tough boy and at the point of a gun made him stand with his hands high while Jim searched him for a gun. Not finding any, J. B. breathed easier and felt perfectly safe after seeing the officer load the hard boiled guy on the train for Portage, where he was given a term in the county jail.

Passenger Conductor A. Russell has taken the Watertown Milwaukee run, and Conductor J. Lynam is back on freight.

The stork this month made a visit at the home of Brakeman Baek, leaving a fine baby boy. He has not, however, put the boy's name on the extra list of brakemen on our division.

Engineer J. Grady has so far recovered from his injuries as to be able to be around among the boys again. Is now back on his engine working.

Mrs. York, wife of Brakeman C. H. York of Portage, is still improving in health. She is taking treatment at La Crosse.

Mrs. Sampson and son Gerald spent a week last month in Chicago visiting relatives.

John Cary, yard foreman in La Crosse yard, has been laid up with sickness at a local hospital, but at this time is able to be around.

Spring house cleaning sure struck our yard at La Crosse, as a work train has been on for several days putting everything in sight in fine shape.

Mrs. E. J. Brown and daughter Lula spent a week this month visiting in Milwaukee.

Passenger Conductor M. H. Shackley and his son Ray, who is a La Crosse Division passenger brakeman, have just returned from a trip to their farm in Arkansas and report everything progressing fine there.

Yard Helper Robt. Cooney and wife of North La Crosse spent a few days this month visiting relatives in the country.

Passenger Conductor E. J. Brown may be seen these fine evenings running his new 1916 car.

St. Clair Poquette, yard foreman at Tomah, was in La Crosse April 1 to consult an eye specialist, he having trouble with his eyes lately.

A change in the callboy force at Portage took place this month when Jess Pike, who has been day callboy, accepted a position as passenger brakeman. John Maloney, at the same time, shifted from the night job to the day job, while Earl Dalton took the night position.

Mike Britt, regular baggageman on No. 10 and 23 between Portage and Milwaukee, was laid up this month account injury. Brakeman Ollie Jorns filled his place, while Brakeman Pike assisted Conductor McQueaney in caring for the wants in Ollie's place.

We are glad to see twenty-one pages of advertising in our March issue. It shows an increase. A few more and we will be able to see a larger magazine. We had the pleasure of calling upon one of the companies that advertise in our magazine one day this month and purchasing an Oliver No. 5 typewriter, and we were careful to tell them that the ad in the Milwaukee Magazine was entirely responsible for the sale and asked that they continue using our space, which they promised to do.

The Railway Exchange boy says they have a "deacon" in the traffic department. That's nothing: we have one in actual train service.

A. D. Finegan, first trick operator at Kilbourn City, has taken charge of the New Park Hotel at that place and expects to give the tourists the best service that money and long experience with the traveling public can give. Art is a genial fellow and one to make friends with all worthy customers. Should the M. N. G. decide that the trip to Spokane is too much for this year, we will sure have to get together at Kilbourn for a couple of days, in which event we will be able to introduce all who attend to the jolly Art, who is a co-worker with us.

Engineer Al Cole was off a few days this month, taking further degrees in Masonry.

Among those of the boys who were off for the trout fishing we noticed Conductor Ray Long, H. B. Stowers and C. K. Wright.

On account of Bro. Wilcox, the W. V. Division correspondent, being in the depot at the time of the fire, we have asked him to include that item in his news. We are wondering if Carl will now take supper out on the farm or find a place in town, since the lunchroom is burned out.

The new ice house at North La Crosse, with ice platform, is complete and full, ready for use as soon as the old ice is all used. The old house has been disposed of and will be moved away as soon as the old ice is used up.

Major Williams is preparing for a larger gathering at Camp Douglas this year than ever before since the Spanish-American war. Twenty new machine gun companies will be created in this state and will practice at camp; besides, other states will also use this same location for their men to practice. The Major expects about 3,800 men in camp this year.

Leo Tracy of the freight house force at Portage took Mr. Kenyon's place in the ticket office during the latter's vacation.

Mrs. Murphy, mother of Conductor Joe Murphy of La Crosse, died at her home April 8. Joe, who, with his two children, had made his home with his mother since the death of his wife, has the heartfelt sympathy of all employees.

Yard Foreman Geo. Linscott of Portage is on the sick list at this time, yet all expect to see him out in a few days.

Wm. Stafford, night yardmaster at Portage, is taking a vacation and making good use of it on his chicken farm near Portage. Will has a fine flock of good laying chickens, which permitted him to furnish fresh eggs at a fancy price all winter.

Conductor Ed Wyman had the misfortune to fracture a couple of ribs while working on a work train and will be confined to his home for some time. Conductor Chas. Stowers is taking Ed's place on the work train.

We see Kittle is Domestic Science Editor on the Terminal staff, so, no doubt, we will have some of the celebrated "Kittie Kiss Kake" on exhibition at the M. N. G. convention. Then and only then will we know who Kittle really is, and we surely all are anxious to meet the party that got up so delicious a recipe.

We do not know the difference between Wis. river and Miss. river water, but we do know that Geo. Brisboe went to La Crosse one day this month to take a bath.

We got this news by wire today.

It crowds all else out of the way;

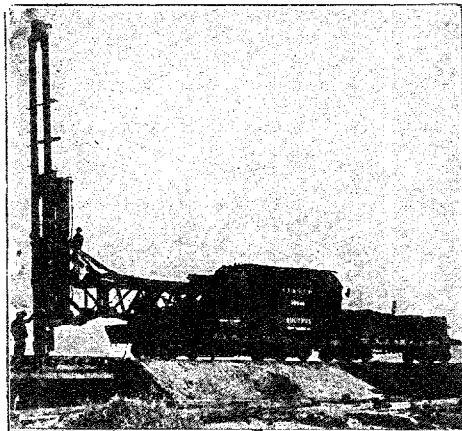
"When Lisbon depot burned down flat

Joe Gibson scorched his AGENT cap."

W. G. Bowen and wife have returned from a visit to Chattanooga, Tenn. Guy reports a fine trip. L. C. Philbrook filled Guy's place in the dispatcher's office during his absence.

March 29 John P. Raimer, a former Portage boy, and Miss Eleanor Bloomfield, daughter of Yardmaster and Mrs. Bloomfield of the same city, were married at the Presbyterian church. The young couple were both raised in Portage and were held in high esteem by their associates, who wished them the best of success through life. Mr. and Mrs. Raimer departed for a short visit in Milwaukee and Chicago, after which they go to their future home at Des Plaines, Ill., where the groom holds a position as manager with The Squire Dungee Company. All employees join in wishing them a long and happy life.

A Pile Driver and a Locomotive in One!



Sufficient power to propel 25 to 30 miles per hour with moderate loads on easy grades—to propel 250 to 300 tons 15 miles per hour or 200 tons up a 1% per cent grade at 10 miles per hour.

Write for Bulletin No. N-1001

BUCYRUS COMPANY

South Milwaukee

Wisconsin

U-14-1

Making Hotel History

Every Room at the Fort Dearborn Hotel, Chicago, is now **\$1.50 per day**—no higher. You *don't* have to *ask the clerk* the rate when you register.

500 rooms with private bath or private toilet—all with outside air and light.

Every Room
\$1.50 Per Day
No Higher

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HOTEL—CHICAGO**

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Direction of Hotel Sherman Company

Commercial State Bank
MILES CITY, MONT.

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\$125,000.00

Special Attention Given to Savings Depositors

The State National Bank
Miles City, Montana

U. S. Depository

Capital \$100,000 Surplus \$250,000

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We pay 4% interest on saving accounts. We also offer our services in making investments which bear a higher rate of interest.

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Hoge Building Seattle, Washington

Capital and Surplus - \$ 800,000
Total Assets over - - \$5,100,000

JAMES D. HOGE **N. B. SOLNER**
President Vice President and Trust Officer

We solicit your Northwest business
We pay 4 per cent on saving accounts

Trans Missouri Items.

F. C. Williams.

Mrs. J. E. Burns, wife of section foreman at Marmarth, died at the Miles City Hospital on March 25th, following an operation necessary after a long illness. Funeral services were held at the Catholic Church of Marmarth, active pall-bearers being mostly railroad men. Six young children were left motherless. Mrs. Burns was a woman of excellent character, a loving mother and a good neighbor. The many friends of the family extend their deepest sympathy.

A. A. Goplen, section foreman, has resigned and has taken up land near Winifred, Montana, and will also engage in the auto livery business. Mr. and Mrs. Goplen made many friends while at Marmarth and their departure from the social circle is regretted, however, we extend best wishes for the success of the new enterprise.

W. J. Empting, T. M. engineer was married to Bertha Miller of Kansas City in March. Congratulations.

E. H. Shook of Spokane, Wash., has succeeded T. J. Scanlon as car foreman at Marmarth. Mr. Shook is a man widely experienced in his department and his ability bespeaks success. T. J. S. now car foreman at Mobjridge, the promotion made in recognition of Tom's ability to hit the ball.

W. L. Cornelius, ice house foreman, has been transferred to a road job at McLaughlin.

We understand that E. E. Leech, special officer is to resign soon and engage in the hotel business somewhere in Indiana. He is to be succeeded by John House of Mobjridge.

R. H. Laird formerly operator at Marmarth is now extra train dispatcher at Miles City.

Louis Sproule, machinist at Marmarth Round House, has resigned and gone to Winnipeg, Man., where he has a better salaried position.

James Bratley, Mert McQueen and T. J. Sarjeant of Marmarth roundhouse, have taken vacations to go back to their homesteads in Montana and North Dakota.

L. W. Dousman, agent, Lemmon, S. D., has returned from a two months' vacation trip to the Pacific Coast having gone there to escape the rigor of our Dakota winters. However, L. W. was disappointed as he found the climate of the West Coast more disagreeable and more difficult to endure than in Dakota. Again Dakota is vindicated from the erroneous impression that our winters are mostly howling blizzards.

Not long ago, I received a letter from E. M. Hopkins, former agent at LaPlant, S. D. Hoppy sends his regards to all of his friends on the old stamping ground and has been doing exceptionally well in the West having had two or three promotions to better stations in the past eight months. However, he expressed a longing to get back to the good old Sun Shine State as he hasn't seen the sun for several weeks and cannot get used to the rain.

The little ten month old son of Agent Soike at Mobjridge has been in the hospital for several weeks with a severe attack of pneumonia but we are glad to report that he has fully recovered and is doing nicely.

Agent C. E. Lewis of New England, N. D., has just returned from a short vacation trip to the West.

L. L. Wright, chief clerk to Mr. Foster, was in Mobjridge on company business during the early part of April.

Day Yard Master J. L. Caldwell of Mobjridge and Machinist Morley have purchased new cars.

C. C. Clothier of Spokane is spending a week with his parents, Mr. and Mrs. E. E. Clothier, chief carpenter at Mobjridge.

Bridge Foreman Berfield has taken a 60 day lay off to look after his farm. J. J. Krueger is in charge of the crew until he returns.

Conductor J. E. Daley and wife are spending a short vacation at Seattle, Wash.

Dispatcher A. A. Babcock's wife and family have returned from a six weeks' vacation spent with Mrs. Babcock's parents in Florida. Bab says it's just like getting married again.

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Facts and Fancies from the S. M. West.*J. W. Malone.*

Al Russell, Jr., has been quite ill the past week. We hope that he will soon be on the road to a rapid recovery.

Mrs. Wm. Sartwell is visiting friends at Erwin the past ten days.

Miss Faye Birran was a Sioux Falls visitor recently.

Mesdames Laugen, Long and Gere were Sioux Falls visitors the latter part of the week.

Conductor W. J. Tyler has been off the past few days account sickness. We hope that it is nothing serious.

Agent E. M. Phillips, Lake Preston, off a few days; relieved by Extra Agent H. F. Wendorf.

The third trick at Lakefield has been abolished for a time, and Operator R. C. Stone is now holding down the job at Hatfield.

Agent R. E. Wood, Edgerton, off visiting relatives at Lanesboro the past week. Relieved by H. F. Wendorf.

Agent B. E. Newton, Jr., called to Marion on official business; relieved by Relief Agent M. E. Doan of Edgerton.

Claude Kenney, the genial clerk at the Wells Fargo, Maunson, has accepted an express run out of Aberdeen. May success meet his every effort.

Your humble writer took in the beauties of Excessior Springs, Mo., recently, and he can readily vouch for its curative waters, while our company doctor there (Dr. Bogart) is a physician of no small degree and can put you on the road to "Perfect Health," for he certainly understands his profession. You will also find that our agent there, H. F. Owen, will attend to your wants in his line with a courtesy that is second to none and with service that is "par excellence."

Engineer Henry Campbell of Austin is now one of the "Boys of the S. M. West." May he remain with us and enjoy the beauties of our "Sunshine State."

Engineer Holberg is erecting a house in Madison which when completed will rival some of the nicest homes that we have here.

Conductor W. J. Blaikie is laying off putting in his spring crop of murphies, while W. J. Wagner is holding down the car.

Conductor N. T. Dingman, Madison, is just completing five strictly modern residences in Madison. Mr. Dingman has erected over two hundred houses in this city, and as a booster for a better town he has no equal.

Mrs. Wm. Hughes is visiting relatives in Pipestone and other points.

Mrs. A. T. Westby was a Sioux Falls visitor recently.

Auditors Lynch and Covinick made us a pleasant visit recently.

We understand Fireman A. W. Schultz caught a hawk coming up Hatfield hill recently, and while the creature imprinted his "ear marks" upon Adolph's shining countenance, yet he was disposed of in such a way as to leave no doubt that the steam gauge would work properly for some time.

P. D. Rodts, formerly of Mankato, Minn., is now enrolled as clerk at the Madison Roundhouse, where he is pushing the pencil to the complete satisfaction of all concerned.

Wm. Hamilton, one of the old timers on the S. M., is now employed as night transferman at Madison.

On April 18 at Jackson occurred the death of Mrs. P. F. Malone, wife of Section Foreman P. F. Malone at that point. The sympathy of the entire division is extended to himself and family.

Engineer Morris Henifin is visiting his family at Austin for a few days.

Engineer Calaghan has just completed a fine residence at Madison.

Conductor Oscar Granflaten has been off a few days the past week account sickness. May he soon rejoin the ranks.

H. S. Hoff has been appointed agent at Vienna vice R. M. Eick, engaged in other business.

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Ayer & Lord Tie Company
Railway Exchange, Chicago
for their booklet "FLOORS."

Items From the I. & M.

Katherine McShane.

A very enthusiastic Safety First meeting was held in Austin, March 31; among those from out of town who attended were Supt. W. J. Thiele, Trainmaster L. T. Johnston and Mr. Sundheimer of Minneapolis.

Roundhouse Foreman W. A. French went through Austin on his way home to Farmington from Sanborn, Ia. He just stopped in Austin a few minutes, but long enough to let us know he was just as much alive as ever.

General Foreman J. Opie and Roundhouse Foreman Laurence of Austin have returned from a meeting at Sanborn.

Miss Adwina Flavin, daughter of Bridge Foreman M. Flavin, spent the last part of the week in Minneapolis.

Mr. and Mrs. Willis Edwards from Geneva, New York, are in Austin visiting Mrs. Edward's parents, Mr. and Mrs. Chas. Opie, blacksmith foreman at Austin shops.

Clarke Duncan has returned to Castle Rock after having spent a few days in Austin as relief operator, relieving L. Graub, who has been suffering an attack of lumbago.

Machinist Fred Lang has returned from a very "pressing" business trip to Kansas City.

Electrician Fred Mitchell of Milwaukee has been installing some new platform lights at Owatonna and Ridgeway this last week.

Wayne and Blaine Cartwright, machinists at Austin, have gone to Minneapolis on business.

Engineer P. J. Burns and family have moved to their summer home on the farm near Mendota, Minn. Mr. Burns's father, Mike Burns, accompanied them.

Section Foreman Fr. Koyoleski of Austin visited friends at Taopi and Leroy over Sunday.

Yardman R. C. Cullen is back to work after three weeks' enforced vacation on account of illness.

The steel gang with A. J. Anderson has been moved to Faribault.

C. M. Ostrom was a business caller at Farmington this week.

Mr. and Mrs. Francis Scanlon of Farmington spent Sunday with relatives at Adams. Mr. Scanlon is roadmaster's clerk at Farmington.

Mrs. Geo. Sutton of the Depot Hotel has returned home from a few weeks' visit with friends and relatives at Portage and Milwaukee, Wis.

O. McQueeney, son of Conductor McQueeney of Portage, Wis., has returned home after a short visit with Austin relatives.

Howard Mull is out on the I. & M. Division applying Verona anchors.

The death of Frank Marvelet occurred at Austin, Sunday evening, after a short illness. Mr. Marvelet had been employed by this company in various capacities until the last year. He leaves a son, James Marvelet, switchman in Austin yard, and two daughters to mourn his loss.

Firemen Henry Bremer and Joseph Gadbois have returned to Austin from a few days' visit in Chicago. They report things quite dull in Chicago, so have come back to a good town.

A large number of the friends of Mr. and Mrs. J. M. Plum, G. Y. M. at Austin, went to their home on their farm one mile west of Austin Sunday evening and gave Mrs. Plum a complete surprise. They all report one of the finest times they have had as yet at the Plum farm, and also state that "Jim" is there on serving the "eats."

Switchman R. Hinckley and his Missis spent Saturday in St. Paul, and while there attended "The Bird of Paradise."

Switchmen Ed. Erickson and C. Skinnion went to St. Paul to witness the Gibbons-Smith prize fight.

Roadmaster M. McShane attended the Railway Appliance Show in Chicago last month.

Francis Scanlon went to Minneapolis to attend a roadmasters' clerks' meeting. His wife accompanied him to the city.

Tom Hunter has been appointed section foreman at Taopi, relieving H. Moorehouse, who

has been assigned to the Austin-Lyle section during the absence of B. Jim Deneen, who is handling the work train.

Extra steel gang finished last month the work of laying about 14 miles of 85 pound re-rolled steel on the Calmar-Austin line.

Our old stand-by M. Gilmartin is back on his run on Nos. 3 and 8 after a month's leave of absence. All are glad to see him back and hope he enjoyed his vacation.

Mrs. W. A. French, wife of Roundhouse Foreman French at Farmington, is enjoying a trip in the East. She will visit in New York City, Buffalo and Niagara Falls before her return home.

Ticket Agent John Shultz enjoyed a visit from his sister, Mrs. Overbeck of Luana, Ia., the last of last week.

The Agent.

This tells the tale of the agent's plight,
How he labors and sweats from morn till
night.

He answers a thousand queries a day,
As he trudges along, on his weary way.

The mail he carries weighs almost a ton,
He needs must handle it on the run.
The baggage he checks would fill a ship,
Trunks, baby cabs and many a grip.

The tickets he sells and the cash he takes in
Amount to a large sum of spendable "tin."
If he could but keep it, 'twould be quite a
hoard

But alas and alack he fain must pay board.

Why should he worry, fret and grow thin,
Because of the nerve-racking business he's in.
Some day he'll stand on that bright shining
shore,

Where naught will e'er trouble him more.

St. Peter will meet him with a gladsome smile
Bidding him tarry and rest for a while.
For a man who has served such time below,
Heaven is the only place he should go.
—T. P.

Black Hills Items.

T. A. Biggs.

Mrs. Harvey Hopkins of Chamberlain visited at Murdo March 12 with her sister, Mrs. P. G. Gallagher.

Agent O. L. Hopkins and his son, Harvey, of Chamberlain left Chamberlain March 5 with a car of stock and implements for their ranch north of Interior. Harvey goes onto the ranch with his family to take charge.

Mrs. Ed Roller and Wm. Hynes of Murdo enjoyed a visit from their mother and sister, Minnie, of Scenic March 18 to 22.

Miss Klinkner of Caputa is again back in her old position in Roadmaster Boland's office at Murdo.

Foreman A. A. Ricks made a business trip to St. Paul, returning March 28.

Mrs. J. R. Quass and son, Clements, returned to Murdo March 18 after a few days' visit at Rapid City with her brother, Agent B. E. Jennings, sister Hope Jennings and her mother.

Mrs. Frank Penrose returned to her home at Chamberlain March 18 after a few days' visit with her husband at Murdo. He was running on the West End.

Conductor Frank Maynard went to Mitchell about April 1 to spend a couple of weeks at home with his family. F. M. Penrose covers his run on Nos. 3 and 4.

Mrs. Clarence Yount, wife of Conductor Yount of Murdo, made a trip to Rapid City April 3. They expect to move to Rapid City soon and the trip was made to secure a house.

Mr. and Mrs. Walter Mayo of Rapid City left March 19 for Salem, Ore., having been called there on account of the serious illness of Walter's father, who died March 31. Frank Mayo was an engineer of long service with the Milwaukee on the I. & D. and E. H. Divisions, and his death is a shock to all, especially to the old-timers who have worked with him so long. He will be long remembered as an honorable and upright man. Interment was at Hawkeye, Ia.

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Every Man—

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

Every Living Man—

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

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General Offices, 903 Insurance Exchange Building
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The "Supreme" Disability Policy

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Massachusetts Bonding and Insurance Company

Is SUPREME in Fact as well as in Name

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The FULL principal sum For Accidental Death
" " " " Loss of ONE Limb
Double the " " " " ANY two Members
One-Half the " " " " ONE Eye
With a 5% Increase each year for TEN years.

Monthly Accident Indemnity

For THREE years—ANY and ALL Accidents

Health Insurance

Confining Illness—For Three Years
Non-confining " " Seven Months
FULL INDEMNITY paid for BOILS, FELONS or
ABSCESSSES whether the Insured is confined or not.

No Exceptions

This policy DOES NOT contain any one-tenth, one-eighth, one-sixth or one-fourth clauses, but pays FULL Indemnity for total loss of time by Accidental Injuries or Confining Illnesses.

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Worth your While to Investigate These Liberal Policies
at Once. Don't delay—it may be Disas-
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Saginaw, Michigan.

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on a hand car or a velocipede when you can ride in an automobile.

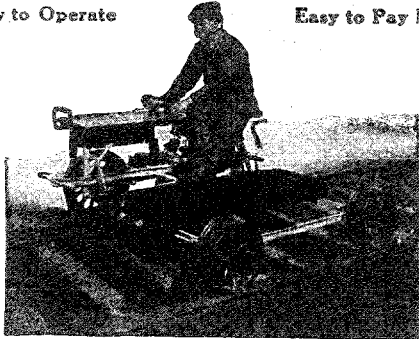
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Easy to Pay For



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Absolutely Fireproof

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200 " " "	2.00	3.00
100 " " "	2.50	4.00
100 " " "	3.00 to 5.00	4.50

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All Absolutely Quiet

Two Floors—Agents' Sample Rooms

New Unique Cafe and Cabaret Excellent

Q & C

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during spare time. Many of our agents make \$50 to \$100 monthly. Does not interfere in any way with regular work. Have better proposition for incapacitated men who can put in full time. Proposition high class, and a necessity to railroad men. Practically sells itself. An easy money maker. Write to-day.

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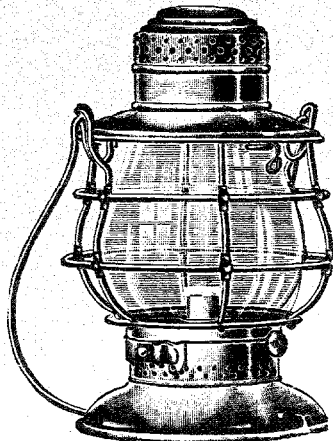
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SAN FRANCISCO

DIETZ Improved "Standard" Railroad Lantern

(No. 39 PATTERN)

With Outside Wick Raiser

THE DIETZ IMPROVED "STANDARD" Railroad Lantern is made with round wire guards and heavy stamped base. The upright guard wires are locked to the base ring by a patent band—a much stronger method than solder.



The Dietz "Standard" is equipped with our new patented wing lock burner which fits into a slip collar and rests on a fibre washer permanently secured to the fount. A short turn of the wrist securely locks the burner. The oil fount is held securely to the frame by our patented automatic retaining spring, which permits same being removed with one hand. It is provided with a safety oil well.

For a limited time we will furnish one of these Improved "Standard" Railroad Lanterns, without globe, for the special price of 75 cents each, all transportation charges prepaid.

Dietz No. 39 Railroad Lanterns all take the standard globe used by Railroad Companies.

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Largest Makers of Lanterns in the World
Founded 1840 NEW YORK, U. S. A.

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Tonnage for the Railways Business for the Lumbermen

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Quality, Efficiency and Economy

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Celebrated Galena Coach, Engine and Car Oils
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Business

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For Cars and Domestic use

Steam Traps Safety Valves End Valves
Operated From Platform

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