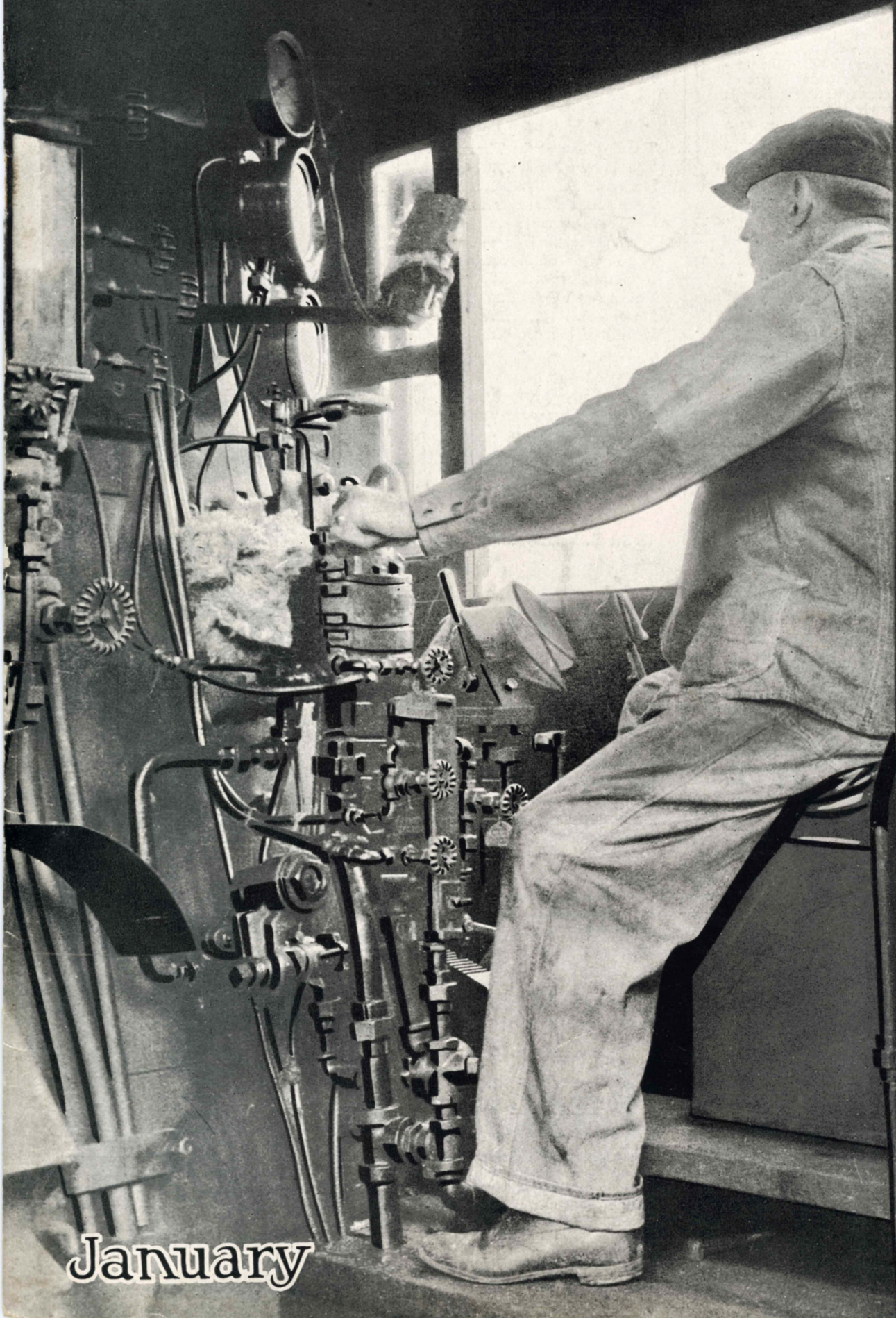


Great Northern Semaphore



January

1928

Here and There Along the Line

The Front Cover

SOME TIME AGO A snapshot came to us of Engineer Frank H. Babcock of Whitefish, Montana, in the cab of his engine and when we inspected the interior of the cab we found that we had a rather remarkable photograph of the spot from which the pilot of a modern train carries us safely here and there across the broad land. The record of safe handling of trains is one of which the train crews of our railroads may be justly proud, and we are using this picture in the January number as a compliment to their ability and fidelity and as a symbol of security for those of us who commit ourselves, from time to time, to their care.




Teaching Them How

ANOTHER ONE OF OUR Great Northern girls has entered the honorable profession of teaching, and we have the privilege of introducing her to you by photograph above. She is Helen Montana Schaffroth, daughter of Fred Schaffroth, machinist helper at Great Falls shops. Miss Helen recently entered the teaching field after being graduated from Dillon (Mont.) State College.

Thousands Purchase "Old Ironsides"

Splendid Record Made by Employees of Great Northern

WITH SEVERAL DIVISIONS of the Great Northern Railway still to hear from and also some of the shops, the number sold when this is being written was 2,765—and as orders come in with nearly every mail, it looks as if we might go over the three thousand mark when all returns are in. Those who have seen the grand old vessel in the process of being rebuilt in the East, report that it is going to be a wonderful resurrection and most of us will have a chance to see it when it comes up the Mississippi, the Great Lakes, and through the Canal up the Pacific Coast and into the navigable rivers there, as it is said is planned by the Navy Department. We have a real satisfaction in feeling that we have had a substantial part in rehabilitating the



GREAT NORTHERN SEMAPHORE

VOLUME V JANUARY, 1928 NUMBER 1

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The Great Northern SEMAPHORE is published monthly at Saint Paul, Minnesota, by the Great Northern Railway Company, and is devoted to the interests of its active and retired employees and those of constituent or allied companies. It is distributed without charge to such employees and pensioners. To others, the subscription price is \$2.00 a year. Advertising rates will be furnished on application. All employees are invited to contribute articles and items for the SEMAPHORE. Contributions should be typewritten, double-spaced, and on one side of the paper only. Photographic material is especially desirable, and will be returned if requested. All matter for publication must be received at the office of the SEMAPHORE not later than the 15th of the preceding month.

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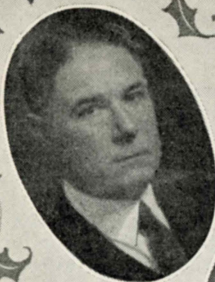
418 South
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famous "Constitution," and the Great Northern Railway Clubs are to be congratulated on having taken the initiative in this relation.

A Railroad Family

IT IS MORE THAN A pleasure to call attention to the fact that the picture of the "first train into Devils Lake," shown on page 9 of the Novem-

ber issue of the SEMAPHORE, was loaned for such use by its owner, Ed. Nowlan of Minot, N. D., whose father, Peter R. Nowlan, was the conductor on that train and whose uncle, John Bunnell, was the engineer. Mr. Ed. Nowlan is also an engineer with the Great Northern, having been in its service since 1895. He runs on the Oriental Limited, the Glacier Park Limited, and Nos. 27 and 28, between Minot and New Rockford.



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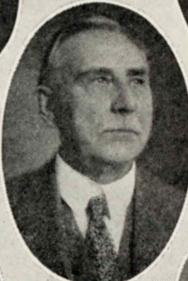
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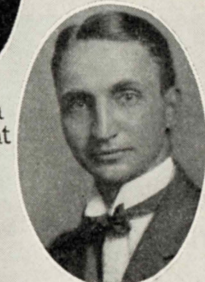
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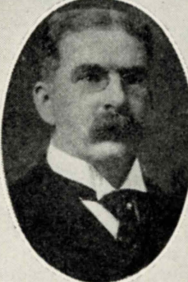
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Another Year of Surpassing Service

Many have been kind enough to say that the year 1927 has marked a step forward in Great Northern service, thus confirming our right to be known as "A Dependable Railway," where the friendly spirit is in evidence all the time. All members of the Great Northern family have contributed to the winning of this honor, and it is their determination to be better able each year to say of the one gone by, and in prophecy of the one to come: "Another Year of Surpassing Service."

THE UNSEEN SERVICE

A Graphic Story of the Great Northern Commissary

THE TRAVELER TAKES it all quite as a matter of course. The chair the smiling dining car steward holds for him is accepted as a part of the picture and folding his napkin across his knee, the passenger picks up the menu to choose his meal. When he has made his selections and is anticipating an enjoyable meal, it might be interesting for our guest to think a little on service seldom thought of, hardly even known about—the "unseen service," which has made possible the meal he is about to enjoy.

The cleanly brightness of the dining

pots and pans—everything, in fact, necessary to completely equip a modern restaurant on wheels. The bins in the storeroom from which these supplies are drawn, remind one of a well-stocked crockery house, except that the attractive pattern is the same on all the dishes. The trucks, as quickly as loaded, are rushed to the platform, where the dining car is waiting, and unloaded into its kitchen and pantry. In addition there is the imposing array of linens, for the table, the napkins, towels and white jackets.

experience has taught him how the seasons affect appetites and just what percentage of each of the many things with which he must stock his pantry and icebox is eaten by the average traveler. His judgment must be sound, and he rarely makes a mistake. Once the train is under way, there is no chance for him to run to the corner grocery to buy some forgotten item, or send over to the neighbors for an egg or a cup of sugar. He is provided with printed lists, showing every article carried in the Commissary stores, and against each item he checks the quantity he knows he will need for the trip.

The word "fish" on the menu brings to mind a picture of flaky, white meat, temptingly browned, garnished with parsley and a bit of lemon! To the Commissary storekeeper it brings a mental map of the many lakes and streams which line the right of way, from which can be obtained, fresh and firm, just the kind of fish he needs. Across one side of his storeroom are built the refrigerators, cooled automatically by the Commissary ice machine, each refrigerator a large, cement-lined room with a sign above its heavy, airtight door to designate its contents. In the room labeled "Fish," the careful selection from the most convenient source of supply, lay like glistening jewels in settings of chipped ice!

Another marked "Meats," is filled with rows of beef, veal, mutton, pork and poultry. Its shelves are stocked with hams, bacon and sausage, wrapped in sealed, airtight coverings, all obtained from the splendid farming regions on the lines of the Great Northern. "Fruits—Vegetables" from the gardens and orchards of the Great Northern Northwest, from Minnesota to Washington and Oregon, are figured so accurately as to quantity and seasonability, that they scarcely seem to pause between the spots where they grew and the tables of the diners.

What a galaxy of good things that Northwest Empire offers! Choice



Crockery Shelves, Seattle

car speaks for itself, the spotless linens, the shining silver, the attractive dishes and glasses. They are also taken as a matter of course, and yet there is a very definite degree of satisfaction in realizing the perfection of the appointments. And to keep the dining cars and their equipment up to the highest standard of efficiency and attractive appearance required by the Great Northern, demands an almost inconceivable amount of detail work, forethought and preparation. This work is handled by the Commissary department, a vital though "unseen service."

Frequently the dining cars are taken off the line and renovated; actually "housecleaned." Before this is done, the car is placed beside the Commissary storeroom platform and all dishes, silverware, glasses, kitchen gear, etc., are removed, checked and stored, until the time arrives when the car, bright and clean from the shops, returns for them once more. Equipping a car is a matter of routine; simply supplying the number of articles determined by the seating capacity of the car. Yet extreme care must be used, as the omission of a single article might cause annoyance to some patron. This would be an unpardonable offense in the eyes of the Great Northern.

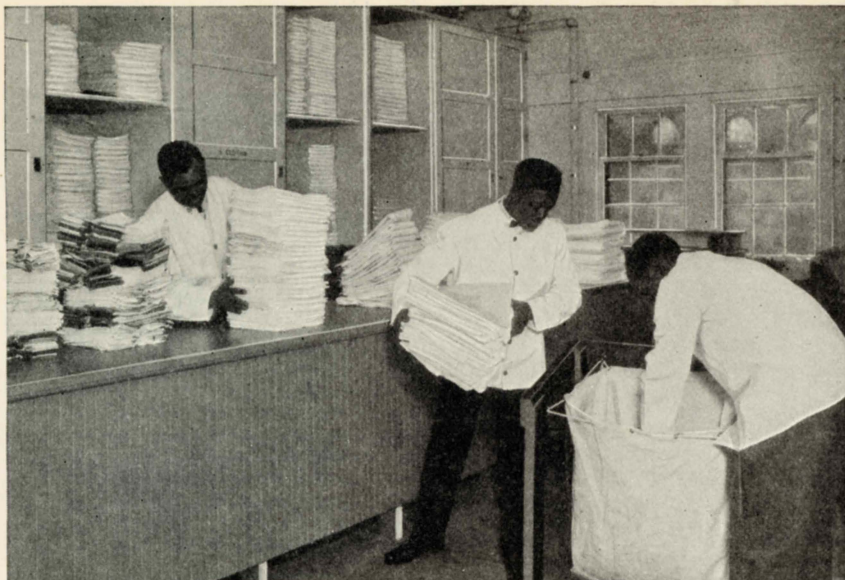
The method employed in re-equipping is interesting. Large trucks, operated with skill born of long practice, are rapidly filled with dishes, silver, cups,

All of this seems to involve a most formidable mass of detail, yet compared with the selection of the food supplies, it is comparatively simple. The dining car steward, who is directly responsible for the car and its service, determines the varying quantities of each item. His



Everything to Make the Palate Glad

Great Northern Semaphore



Fresh and Clean—Spotlessly White

Olympian oysters, fresh Columbia River salmon, luscious Wenatchee apples and other fruits, delicious Minnesota mushrooms and in season surpassing strawberries, raspberries and loganberries from Washington and Oregon—these are a few samples of the tempting delicacies ready for the storekeeper's selection and close at hand. Of course, staple groceries, such as flour, coffee, sugar, salt, condiments, etc. are chosen with the same exacting care.

When a steward's requisition is being checked over as to the quantities being accurate, each article is also examined with minute care as to its condition. Every item not already in a covering, is wrapped to keep it clean and sanitary. Its conveyance to the car is attended with the utmost care, for here are the means of providing the fluffy rolls, the tempting salads, the famous Great Northern chicken pies—in fact, everything from the early morning grape fruit to the after dinner cigar. Those who have never tried a baked Wenatchee apple or a Great Northern dining car

griddle cake, still have something to live for!

A few steps away from the Commissary building, one sees a small white structure jutting out from an embankment. Its heavy, airtight doors, when opened, reveal a tunnel leading downward to a cement-lined room well below the frost level. This is the root cellar in which are stored those large, firm, fine potatoes from Montana and North Dakota, for which Oriental Limited and other Great Northern dining cars are famous. In such rooms as this all tubers, such as turnips, carrots, as well as vegetables of the onion family are preserved for a long time with every bit of their flavor and freshness retained, which explains why the dining cars have the best of vegetables no matter what the season.

Rolls, biscuits and pies are baked fresh for every meal by the dining car chefs enroute. The bread and those palatable little cakes served with ice cream are procured fresh each day. All are kept, even for the short time they are in the car, in sealed and airtight wrappings.

The guest, through whose mind these

things have been running, might well ask, "What else is there? Hasn't everything been done to give me anything my heart might desire?"

Well, much has been provided, but there are still two items which are important to a large number of people—something to drink and something to smoke. In the Commissary, a special room with V-shaped bins contains an ample supply of the best known brands of ginger ale, mineral waters and other soft drinks, while another room, known as "the humidior," cement-lined and kept at just the proper degree of moisture, is stocked with all popular brands of cigars and cigarettes.

What a revelation the efficiency of the Commissary would be to the business man, what a joy its order and completeness to the housewife; yet in the nature of things it must remain an "unseen service" to most people.

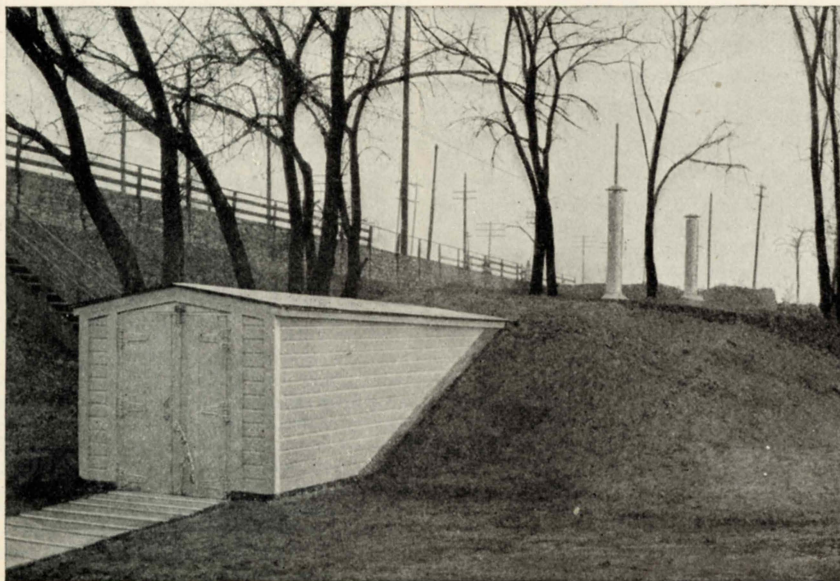
But to the pondering patron, before whom the attentive waiter is now placing the bowl of savory and steaming soup, and to the thousands of us who are part of the system which produces as-good-as-home meals on its dining cars, the mystery of the "unseen service" will be better understood after reading this little story of how the best the land affords, comes to him attended with all modern care as to its freshness and attractiveness, and a scrupulousness in its preparation that makes each article offered to a guest, fitting company for the immaculate table upon which it is placed. Thus does the Great Northern more surely earn and keep its treasured name of "A Dependable Railway."

An Enduring Memorial Transportation Fellowships Established by Lord Strathcona

IT MAY BE THAT SOME of our readers have not hitherto known of the establishing in the will of Lord Strathcona, of five Memorial Fellowships in Transportation, of one thousand dollars each at Yale University. These are offered annually for advanced work in transportation, with special reference to construction, equipment and operation of railroads, and other engineering problems connected with the efficient transportation of passengers and freight, as well as the financial and legislative questions involved.

The holder of a Fellowship must be a man who has obtained his first degree from an institution of high standing, and in making the award, preference is given, in accordance with the will of Lord Strathcona, to such persons or to the sons of such persons as have been, for at least two years, connected in some manner with the railways of the Northwest. In view of the deep friendship and close association which existed between Lord Strathcona and James J. Hill, this provision, and for that matter, the entire bequest is of more than ordinary interest to the Great Northern family.

Applications for these Fellowships should be addressed to the Dean of the Graduate School of Yale University, New Haven, Connecticut, before March 1, on blanks which may be procured from him. A catalogue of the Yale University Graduate School may also be obtained, containing many particulars of courses of study of especial interest to the student of transportation.



Root Cellar Where Tubers are Kept

Horizontal Hotels

No Service to the Public Forgotten on Pullman Cars

FROM THE TIME THE first sleeping cars were tried on the Cumberland Valley in Pennsylvania in 1836, various attempts had been made to introduce them, and in 1859 several lines, including those in central New York were using them, so-called! They were, however, simply "rattlers," crude and rough, fitted up with three tiers of shelves. With three bunks to the section in these low cars, the passenger had to spread himself out pretty thin to get into his berth at all. There was, however, no superfluous bedding to take up space, as the only things in that line furnished by the railroad company were pillows and mattresses, which were piled up in one corner, and dragged by the passengers to the scene of torture when required.

comfortable and complete in its accommodations, handsome and suitable for occupancy both by night and day, night travel would become popular and the business would grow to vast proportions. This time he formulated his plans fully before he made a move.

He returned to Chicago and again made arrangements with the Chicago and Alton to run sleeping cars. The management, being in desperate straits financially, was ready to clutch at any straw that promised any hope for relief, however shadowy. It even gave Pullman the use of a shed in which to build his first sleeping car.

Pullman's first sleeping car worried other people more than it did himself while it was being built. His friends gave proof of their fidelity by protest-



Sorting the Soiled Linens

Yet one of these wheeled torture chambers was directly responsible for the luxurious limited trains of the present century. One night in 1859, a young man who had just cleared twenty thousand dollars raising houses to grade in Chicago indulged in the luxury of a berth in a sleeping car from Buffalo to his old home at Westport. After a few hours of agony he fled from his berth to a day coach, to rub his aching flesh and think of the cutting remarks he would have made to the builder of that sleeping car if opportunity had been favorable.

George M. Pullman, however, soon forgot his grievance in more practical musings on the curious fact that no one had yet devised a sleeping car in which people could sleep, and began to wonder if he could not do it himself.

So fascinating did the idea appear to him that he returned to Chicago, and with Benjamin Field, of New York, arranged to operate sleeping cars on the Chicago and Alton and the Galena and Chicago Union railroads. The experiments were so unsatisfactory that he gave them up, and went to Colorado, attracted by the Pike's Peak gold excitement. While he found no gold he found opportunity to think over the sleeping car idea more fully. He reached the conclusion that if he were to build a car

ing long and earnestly about his folly. Railroad men reasoned with him, and explained the many things which made it impossible for him to succeed in his venture. Even the workmen who were hired to build the car felt sorry for their employer's inexperience and lack of business judgment and ignorance of cabinet-making and all the other handicrafts called into requisition. Whenever he wanted a certain thing done in a certain way, there were always innumerable reasons why it couldn't be done in that particular way.

But Pullman obstinately insisted on having his own way, in spite of well-meaning friends and railroad men who understood the transportation business down to the ground, kindly disposed workmen who knew better than he did himself what he wanted, and the intelligent public that always knows everything. As a crowning act of folly he employed a famous artist, who had just finished decorating Samuel J. Tilden's house, to come to Chicago and decorate his first Pullman palace sleeping car. At last, after several months of toil, it was finished. When drawn out on a side track for inspection, the results of the builder's obstinacy were strikingly apparent.

The "Pioneer," as it had been named, was a foot wider and two and a half

feet higher than any car that had ever been built. One of Pullman's railroad friends pointed out that it could not run on any railroad then in existence, because it was so big that it would not clear the station platforms and bridges.

"I know it," said Pullman. "I suppose you'll have to cut down the platforms and rebuild the bridges."

And that was precisely what happened. Since Pullman would not build his cars to fit the railroads, the railroads had to be built to fit Pullman's cars. Next they had to improve all their passenger equipment to fit the standard set by him. When enough track had been found on which to make a trip, Pullman invited a judicious selection of influential men, editors of papers with the best circulation, and railroad officials who would be most useful, to come and see his car and take a ride on it.

The guests found a car so very different from anything the world had ever seen that they were filled with wonder and delight. The "Pioneer" was not only of enormous size, but it rested on eight-wheeled trucks instead of four-wheeled, had a raised deck with ventilating transoms, and was a beautiful example of cabinet-making and decorative art. All were willing to believe that the "Pioneer" had cost eighteen thousand dollars. The best passenger cars of that day cost four thousand dollars. One thing that puzzled the guests was the lack of anything that looked like sleeping accommodations. They had understood that they had been invited to inspect a sleeping car. But where were the passengers to sleep?

Pullman smiled, and guessed they had better have something to eat before they talked about sleeping. At a word from him the first sleeping car porters brought out little tables, which fitted between the seats, just as do the tables in use in Pullman cars today, and furnished them with linen, silver, and china. The delighted guests sat down to a hot, well-served meal. After the cigars, Pullman requested all hands to step forward into a day coach for a few moments. When they were called back a short time later, they found that a complete transformation had been made. The seats and tables had disappeared, and in their places inviting looking beds, completely furnished with fine linen and blankets, could be seen through neatly parted curtains. This sleeping car bore no resemblance to the barren torture chambers they had known before. Again there was a round of applause. Then the guests undressed and went to bed. Half an hour later all rose and dressed and watched with keen interest while the porters transformed the sleeper back into a day car. The rest of the trip was spent in discussing the marvel and in examining its details over and over again.

The "Pioneer" caused a tremendous sensation. All the papers and magazines published descriptions of it. Everybody was talking about Pullman's sleeping car. All agreed that traveling in such cars would be delightful, but the verdict was equally unanimous that they were a commercial impossibility. Why, men would go to bed with their muddy boots on; they would expectorate on the carpets and upholstery; they would mar the beautifully finished cabinet-work, and—well, it couldn't be done. Railroad men and personal friends redoubled their efforts to dissuade Pullman from inviting ruin. To all these objections he made

one comprehensive answer, which he had occasion to repeat many times in the course of his life:

"I have always held that people are very greatly influenced by physical surroundings. Take the roughest man whose lines have always brought him into the coarsest and poorest surroundings, and bring him into a room elegantly carpeted and furnished, and the effect on his bearing is pronounced and immediate. I am not at all afraid people will go to bed with their boots on. I am convinced that if I devote all my energies to providing handsome cars the financial returns will take care of themselves."

Soon after the "Pioneer" was completed, it was used in the Lincoln funeral train. This necessitated cutting down the station platforms between Chicago and Springfield. A few months later the car was wanted to convey General Grant from Detroit to Chicago, so the Michigan Central stations and bridges were hastily adjusted to the standard fixed by Pullman.

Once the road was adapted to them the Michigan Central was ready to try Pullman cars. In pursuance of his lifelong policy, Pullman set out to make a great improvement in the new cars. When the second Pullman car was completed it had cost twenty-four thousand dollars. The first Pullman cars for the Michigan Central settled a question which has been a perennial source of worry to legislators, namely, the proper charge for a berth. Unfortunately, the legislators keep forgetting it and trying to settle it all over again. It was impossible to sell a berth in a car that had cost twenty-four thousand dollars for a dollar and a half, which was the rate in the Woodruff sleeping car then used on the Michigan Central. But when Pullman announced that he proposed to charge two dollars a berth, President Joy was horrified.

"My dear sir," he exclaimed, "that is not to be thought of. If you undertake to charge two dollars a berth when other roads only charge a dollar and a half between Detroit and Chicago, you will simply drive all the night travel to our competitors. It is no concern of mine that you have chosen to spend so much money for useless luxuries for people who will not appreciate them and do not want them."

"People are willing to pay for the best, if they get the worth of their money," returned Pullman. "But what is the use of spending time in useless argument over a subject which is so easily susceptible of demonstration? Run your cheap cars as usual at a dollar and a half a berth and put my cars on the same train at two dollars a berth, and let the public choose between them. If the traveling public thinks the beauty of finish, the comfort, and the safety of the new cars worth two dollars a night, there are the twenty-four thousand dollar cars; if, on the other hand, they are satisfied with the less attractive surroundings at a saving of fifty cents, the cheaper cars are at their disposal. We will submit the plain facts on both sides of the issue without argument."

This was such a practical suggestion that it was adopted without parley. Not only did the patrons of the road utterly refuse to look at the old cars so long as any two-dollar berths were available, but those who were crowded out of the Pullman complained so loudly at being compelled to put up with dollar-and-a-

The Benefits of Adequate Transportation to the Financial Interests in the Communities Served

By Joseph W. Bradley, Vice-President,
Old National Bank and Union Trust Company, Spokane, Washington

ONE OF THE FIRST principles which we find laid down for us when we begin the study of economics is the importance of time and place as factors in arriving at economic values. Ice at the North Pole has no value. Bananas and cocoanut oil in the tropic jungles would not be worth much more in the world's commercial activities without the important element of transportation. Beef cattle on our western ranges, wheat on our fertile plains, and the apples on our western valleys, reach their



Joseph W. Bradley

greatest economic value only after being transported at the proper time to the place where teeming population requires them. Commodities must not only reach the place where they have greatest value, but the element of time is also highly important, particularly with seasonal or perishable products.

Efficient transportation, therefore, solves the problem of both time and place in giving to any commodity its greatest economic value.

These considerations form the basis for most of the business of the world. The banker, in the conduct of his business, must give serious heed to the transportation facilities of his community. If he is financing a manufacturer, he wants to know that the products in which he is interested not only have a market, but have a satisfactory means of reaching that market at the proper time. If

half berths, that within six weeks the cheap cars were taken off altogether. Instead of driving traffic away, the more expensive palace cars drew travel from the other roads, so that competing lines were forced to make terms with Pullman. Instead of a leveling down to cheaper prices, there was a leveling up to the higher.

From "When Railroads Were New,"
by Charles Frederick Carter.

the borrower be a merchant or jobber, an important element in his chances of success is his ability to receive shipments of merchandise promptly, and to distribute them with equal facility. The banker wants to know that the livestock producer whose paper he is holding will be able to transport his product to possibly distant markets without damaging delays, loss from climatic conditions, or other risks. In his dealings with the fruit grower, the banker can lend money with more confidence when he knows that the shipping facilities available to the grower have been developed to the highest point of efficiency by experts studying every phase of the problem of transporting perishable fruit quickly and safely.

From the foregoing, it can be readily seen that business and financial stability depend very largely upon efficient and dependable transportation facilities. Business communities located in the productive areas of the Pacific Northwest and served by the Great Northern Railway are enjoying rapid growth and prosperity. This is due in no small measure to the policy adopted by the builders of that great railroad and carried on by the present executives, in furnishing the territory served by it with the best of transportation facilities.

From the time that James J. Hill saw the vision of the rich and prosperous Empire of the Pacific Northwest down to the present time when we begin to see the fulfillment of his dreams, the Great Northern Railway has been a constant builder of industries, better agriculture, greater commerce, and sound finance, by providing steadily-improved and highly efficient transportation. Truly, James J. Hill can be called "The Empire Builder."

Second Master Farmers' Banquet

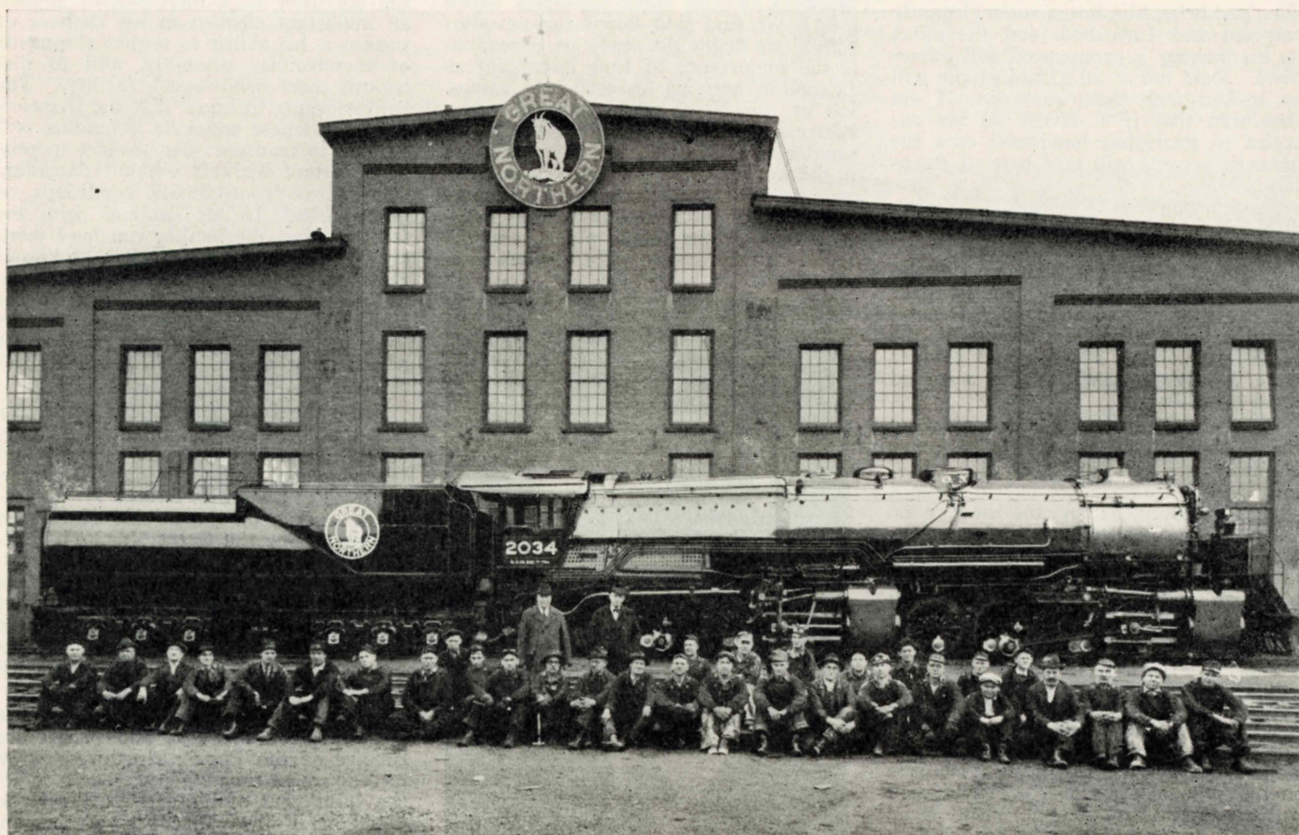
THE SECOND ANNUAL banquet for the Master Farmers of the Northwestern states was held as last year under the auspices of the publishers of "The Farmer" of St. Paul, Minn. This year, however, the function was held at the Nicollet Hotel, Minneapolis, and among the sixteen Master Farmers selected were three from North Dakota, one from South Dakota one from Wisconsin, the remainder being from Minnesota.

A most interesting series of moving pictures was shown of the homes, barns and views of the sixteen winners of the prized Master Farmer Medals, and a description of the work done by each winner to be worthy of the award. Most of the winners, after receiving the medal, made a short speech of appreciation, several of which were quite eloquent.

Among the speakers were Charles Donnelly, president of the Northern Pacific Railway Co.; Joseph Chapman, president, L. S. Donaldson Co., Minneapolis; J. W. Holland, D.D., pastor First Methodist Church, St. Paul; W. C. Coffey, dean, Minnesota Agricultural College, and F. W. Beckman, managing editor, "The Farmer's Wife," the companion paper to "The Farmer."

BUILDING LOCOMOTIVES

Great Northern Make Four of the Simple Articulated Type in 1927



The 2034 and the Men Who Made It

FOUR SIMPLE ARTICULATED locomotives, similar to the largest in service on the railroad, were constructed by the Great Northern at Hillyard Shops, Spokane, during the latter half of 1927. The first of these locomotives was completed in November, and placed in service on the district across the Rocky Mountains. The three remaining engines have since been finished, and are now ready for use on the Kalispell Division.

While these locomotives were erected and completed at Spokane, they represent work carried out at many places on the system, the tender tanks having been built at Duluth and the boilers at Seattle, while most of the work on the rods, etc. was performed by the force at Dale Street Shops, St. Paul, the complete assembly being made at Spokane.

The new engines are four high pressure, simple articulated locomotives of the 2-8-8-2 type, designed as Class R-1-S.

The total weight of each of these locomotives is 594,940 lb. of which 532,800 lb. is on the drivers, 37,550 lb. on the front truck and 24,590 lb. on the trailing truck. The diameter and stroke of the cylinders are 28-in. by 32-in.; the diameter of the driving wheels is 63 in. With 210 lb. steam pressure and 65 per cent cut-off, a tractive force of 127,500 lb. is developed.

Boiler and Equipment

In accordance with the usual practice on the Great Northern, the boiler of

Class R-1-S is of the Belpaire type. The barrel has a conical connection, and is 100 in. in diameter at the front end, the maximum diameter being 109 in. It is fed by one Sellers non-lifting injector placed on the left side, and by one Elesco exhaust steam injector on the right side. The combustion chamber has a length of 72 in. and the tubes are 24 ft. long. The locomotives, as built, are equipped for oil burning, but the design is so worked out that they can subsequently, if desired, be equipped to burn coal and fitted with arches and mechanical stokers. At present no arch tubes are applied, but a brick wall is placed across the throat of the combustion chamber.

Flexible staybolts are applied in the breaking zones in the sides of the firebox. Hollow stays are used in the back head and back of the brick work and there is a complete installation of flexible bolts in the firebox throat and the combustion chamber.

The main dome is on the third boiler ring, and back of it on the same ring, is a man-hole opening fitted with a depressed cover in which are mounted the whistle and the four safety valves. This arrangement was necessary in order to keep within the over-all height limit.

A throttle valve of the balanced type is placed in the main dome, and is connected with the superheater header in the smokebox by means of an internal dry pipe. The steam pipes leading from the superheater header terminate in a

second header, placed transversely in the bottom of the smokebox and having connections with two outside steam pipes which lead back to the rear cylinders. The front cylinders receive their steam supply through a centrally located pipe connected to the same header, and having two ball joints. All slip and ball joints are lubricated; oil cups are used on all packings.

The exhaust from the two front cylinders is conveyed to the nozzle through a pipe placed on the center line and fitted with two ball joints lubricated with oil and one slip joint lubricated with grease. The exhaust pipe from the rear cylinders is placed on the left side and it terminates in an annular opening surrounding the exhaust nozzle of the front cylinders. The steam supply for the Elesco exhaust steam injector is taken from the exhausts of both the front and rear cylinders. This injector is placed under the cab on the right-hand side.

Frame Construction and Running Gear

The frames are 6 in. wide and are spaced 41 in. apart transversely. Special attention has been given to the design of the articulated frame connection. The vertical hinge pin is 6 in. in diameter and is held rigid in the rear cylinder saddle, being secured from turning by a tapered fit and a heavy tapered key. The saddle is bushed and the pin is case-hardened. By holding the pin rigid the wear is taken by the bushed connecting bar, which can be easily rebushed and

thus the slack between the two units can be kept at a minimum. Both the vertical and horizontal hinge pins are internally lubricated with grease, which is applied from an easily accessible outside location.

The four cylinders are cast iron and are interchangeable, as are also the front and back pistons, crossheads and connecting rods. Corresponding crank pins, wheels and axles in the front and rear units interchange also. The steam distribution is controlled by 14-in. piston valves which are operated by the Walschaerts valve gear. A Ragonnet, Type B, power reverse mechanism is applied. The reach rod connecting the front and back reverse shafts is placed on the center line of the locomotive with its joint immediately above the articulated frame connection. In this way there is practically no distortion to the movement of the forward valves when the locomotive is traversing a curve. The cut-off, when working in full gear, is 65 per cent.

The piston heads are steel of the solid type, fitted with bull rings and packing rings of Huntspiller Gun iron. The main crank pins are of steel, hollow bored. With the exception of the front main rod stubs, solid end stubs with floating bushings are used throughout. All the pins are lubricated with grease.

The boiler is supported on the front frames by means of a single bearer, located to give an even weight distribution and designed to distribute the load on the frames with a minimum frame stress. A low bearing pressure per square inch is assured by the liberal bearing area provided, and the bearer is designed to permit a rocking movement of the frames without binding. No centering device is applied, experience having proved that

The front and rear trucks are in many respects similar in construction and have interchangeable wheels and axles. The front truck is center bearing and the rear truck side bearing, the bolsters in each case being suspended on heart shaped links.

Arrangement of the Cab

The cab is located sufficiently far back to place all flexible staybolts outside, where they are easily accessible. To provide clear vision for the enginemen, the front cab windows are placed in specially designed brass frames which permit the glass to extend the full width of the front panels. Steam piping immediately forward of the cab is placed under the jacket; and this, together with the downward trend of the running boards as they extend forward and the arrangement of all external fittings, gives the engine crew as clear a vision as can be obtained in a locomotive of this size and type.

These locomotives are equipped with Madison-Kipp force feed lubricators for all cylinders, and with Detroit flange oilers on the leading drivers of both the front and back units. A drifting valve with the handle conveniently located in the cab, and having a 2½ in. pipe connection to the steam valve stand, supplies steam to the cylinders when drifting. The main steam valve stand is placed on the roof sheet in front of the cab, and there is also an auxiliary steam manifold on the left side of the back head connected to the steam valve stand and serving the blower in the smokebox, the oil atomizer, tank heater, oil heater, cab heater, sprinkler, flange lubricator heater and a Detroit bullseye two feed lubricator applied which lubricates the air

easy access to the superheater header.

The turret is located outside ahead of the cab and the steam pipes to injectors under the lagging.

The oil burning arrangement has a number of interesting features. The damper is hand operated. The fire door is provided with an intake riser through the deck, thus preventing cold air from being drawn into the cab. The firebox has a brick flash wall in the back and all firebox seams are protected from the direct action of the fire by seam fire brick.

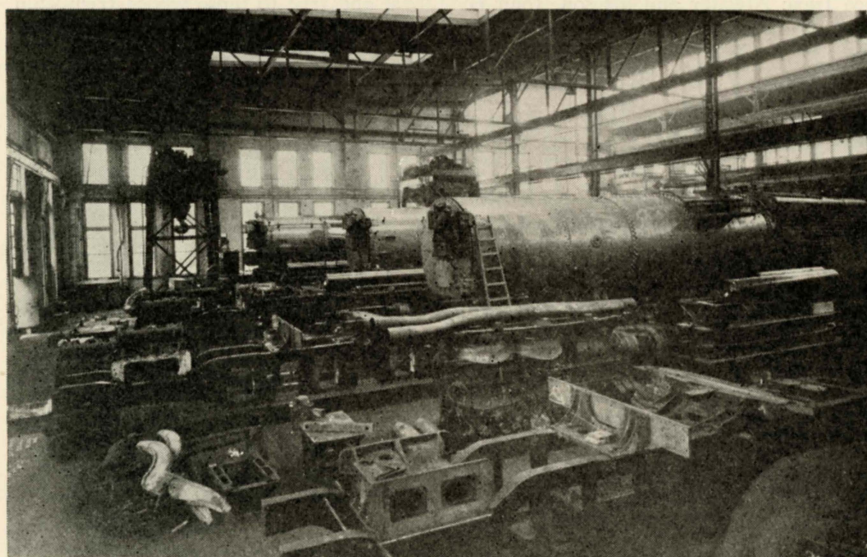
In order to prevent the exhaust from the air compressors from drawing on the fire when drifting down long grades, the compressors discharge into a separate header, which provides an atmosphere exhaust.

The tender of this locomotive is carried on two Commonwealth cast steel trucks of the six-wheeled equalized type. The frame is a one-piece, Commonwealth steel casting. The tender is built with a stoker conveyor trough, in view of possibly changing to coal burning in the future. A pilot is placed at the rear end. With a capacity for 16,800 gallons of water and 5,800 gallons of oil, these tenders rank among the largest thus far built.

These locomotives have a height over all of 16 ft. 1 in. and a maximum width of 11 ft. 3 in. The length measured from the face of the engine front bumper to that of the tender rear bumper is 104 ft. 4 in. Further particulars concerning dimensions, weights and proportions are given in the following table:

Type of locomotive.....	2-8-2
Service	Freight
Cylinders, diameter and stroke.....	4-28x32 in.
Valve gear, type.....	Walschaert
Valves, piston type, size.....	14 in.
Maximum travel.....	6 ¾ in.
Outside lap	1 ¾ in.
Exhaust clearness.....	None
Lead in full gear.....	3/16 in.
Cut-off in full gear, per cent.....	65
Weights in working order:	
On drivers.....	532,800 lbs.
On front truck.....	37,550 lbs.
On trailing truck.....	24,590 lbs.
Total engine.....	594,940 lbs.
Tender	321,560 lbs.
Wheel bases:	
Driving	43 ft. 7 in.
Rigid	16 ft. 6 in.
Total engine.....	58 ft. 2 in.
Total engine and tender.....	96 ft. 3 ½ in.
Wheels and diameter outside tires:	
Driving.....	Outside, 63 in.; center, 56 in.
Front truck.....	33 in.
Trailing truck.....	33 in.
Journals, diameter and length:	
Driving, main.....	12 ½ in. by 14 in.
Driving, others.....	11 in. by 14 in.
Front truck.....	6 ½ in. by 12 in.
Trailing truck.....	6 ½ in. by 12 in.
Boiler:	
Type	Belpaire
Steam pressure.....	210 in.
Fuel, kind.....	Oil
Diameter, first ring, inside.....	109 in.
Firebox, length and width.....	144 in. by 108 in.
Arch tubes, number and diameter.....	None
Combustion chamber, length.....	72 in.
Tubes, number and diameter.....	310, 2 ¼ in.
Flues, number and diameter.....	68, 5 ½ in.
Length over tube sheets.....	24 ft.
Grate area.....	108 sq. ft.
Heating surfaces:	
Firebox and combustion chamber.....	432 sq. ft.
Tubes and flues.....	6,710 sq. ft.
Total evaporative.....	7,142 sq. ft.
Superheating	1,896 sq. ft.
Comb. evap. and superheating.....	9,038 sq. ft.

(Continued on Page 13)



The Big Fellows Under Construction

its use is unnecessary. The upper castings of the bearer and of the rear cylinder saddle are riveted to the boiler, the liners being placed outside the shell. The forward equalization divides between the second and third pairs of drivers, thus giving a three-point suspension for the front unit.

Wheel centers are cast steel, provided with a lip on inner side of tire fit to prevent tires from working in and insuring their being set to proper gauge.

Franklin self adjusting wedges are used on all driving boxes.

pumps and the flexible connection of high pressure steam pipe to front cylinders. On the right side of the back head is an air manifold, with valves serving the bell ringer, sanders, cylinder cocks for the front unit and cylinder cocks for the back unit. This manifold also has plugged connections for the fire door, tube cleaner and whistle.

The smoke arch front is supported on Barco hinges which also forms bracket for two 8½ in. c. c. air pumps.

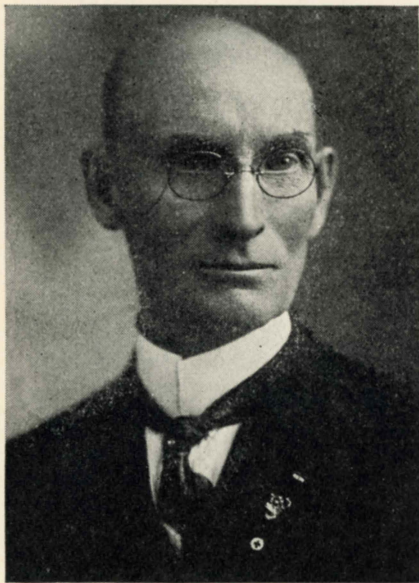
A manhole located directly back of the smoke stack and in the smoke arch gives

An Interesting Letter

Chas. McDaniel of Billings, Mont., writes of the old days, and it comes to us through the good offices of Agent J. S. Watson.

Dear Mr. Watson:

Complying with your request concerning the St. P. M. & M. Railway pioneers, I entered the service of the late James J. Hill June 1, 1887, as a field man and was the first official man Mr. Hill had west of Minot. The company started construction west of Minot April 1, 1887, and the territory from Minot to the Rocky Mountains, which at that time was Indian Reservation offered very little in the way of traffic to sustain a railroad. Mr. Hill asked me if the country offered any inducements as a livestock country, and I replied that it did, so he said to try to fill it up.



Charles McDaniel

I started first on cow men near home and induced Conrad Kohrs of Deer Lodge, whose cattle then were located in the Fort Maggins Country (then the Judith Basin pool), Powder River Cattle Company, followed soon after by the Milner Company, the Y-T Company, the Bloom Cattle Company and Matador. In 1887 we handled shipments for H. S. Boice and Pierre Wibaux at Williston, J. S. Day, Ed Marron and the Heideringhans Company and Lee Scott Cattle Co. at Culbertson and Poplar. All of them had to swim the Missouri River. Conrad Kohrs, Henry Sieben and Powder River Co. trailed to Malta. Flowerree Benton and St. L. Company and Jack Harris held their cattle at Big Sandy until the railroad was completed to that point and we loaded them out about November 15, 1887, about 700 cars, and it snowed and stormed and was cold. That year the road handled something like 3,800 cars of cattle.

There were no hotels, or Pullman cars. This work all had to be done by saddle horse, stage coach, not even a buggy and team was available. After the stock season was over, Mr. Hill told me to spend the winter in the South and rest up for the winter. He was always generous and had a big heart as I knew him.

About January 15, 1888, he wired me at Galveston, Texas, to return to St.

Paul at once. Upon my arrival at St. Paul, I reported to his office. Mr. Hill stated we want to find out railway earnings at Spokane, Seattle and Portland and other traffic possibilities, from Havre west, so I was assigned to this task. I went to Spokane first and spent about one month in each of the cities and compiled the report about May 1, 1888, out of which came the extension of the line west of Havre to the Pacific Coast.

This is a brief history of my associations with the old Manitoba Railway and Mr. Hill. I resigned on June 1, 1893, Mr. Hill sending me my salary check up to January 1, 1894, and offered me a position at increased salary, which I declined.

Yours very truly,
C. McDaniel.

C. H. Babcock Dies

THE MANY FRIENDS and former associates of Charles H. Babcock, former land commissioner of the Great Northern Railway Company, will regret to hear of his death.

Charles Herbert Babcock was born September 25, 1862, in Minneapolis, Minnesota, the son of Lucius A. Babcock and Ellen M. Sulley Babcock. His father died during the Civil War, and in his early infancy his home was with his grandfather, James Sulley, one of the pioneers of Minneapolis.

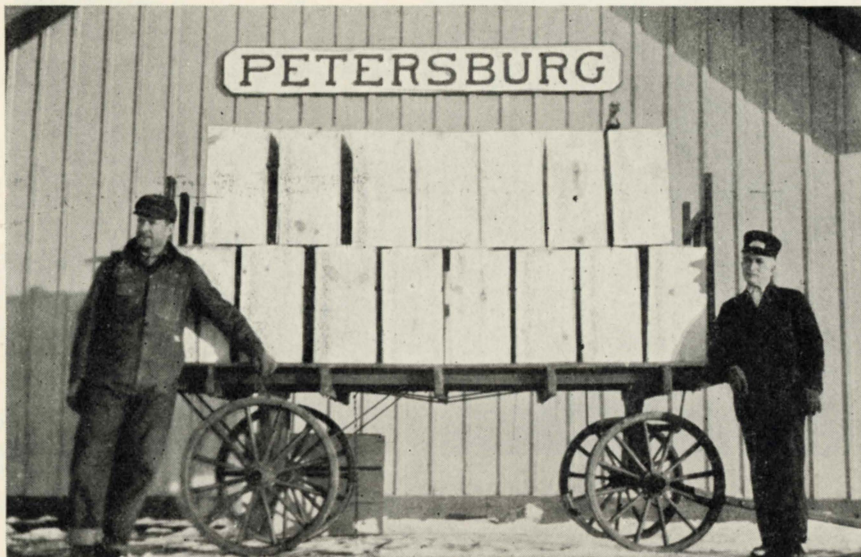
Mr. Babcock was educated in the public schools of Minneapolis, and later studied law in the office of Atwater & Atwater, a firm composed of former Justice Isaac Atwater and his son, John B. Atwater. He remained with this firm and its successors, Atwater & Hill

(Samuel) until the fall of 1887, when he started in practice alone. In 1890 he associated with him Edwin C. Garrigues, which firm continued nominally until 1897.

In 1893 Mr. Babcock became associated with the St. Paul, Minneapolis & Manitoba Railway Company, as assistant land commissioner, and later as land commissioner. He continued in this connection afterwards for the Great Northern Railway Company, and in 1907 was made right of way, land and tax commissioner. He resigned from this position in 1908, to join Mr. Samuel Hill in the conduct of his various business enterprises in Washington and Oregon. His association with Mr. Hill continued for about two years, and thereafter he devoted his time and efforts to his farm near Maryhill, Washington. His death on October 23, occurred at Portland, Oregon, just after he had undergone a very serious surgical operation. He left a wife and five sons, all of whom reside in Washington.

Mr. Babcock early evinced a decided interest in politics, and his earliest efforts were in connection with municipal affairs in the growing city of Minneapolis. He was skilled in the political methods of his day, but never used them for his own ends, but had always in mind the welfare of the community. Later his position and ability led him to an interest in state politics in Minnesota, and during his later years in Washington.

He was a diligent student of world affairs and wrote intelligently and advisedly on many phases of the post-World War situation. His interest continued to the time of his death. Those who knew him best will recall him as a man of strong convictions, who struck hard but not wantonly. He was a friend loyal and true to those whose friendship he valued, and never asked what he was not willing to give.



Great Northern Turkeys

HERE WE SEE A STATION truckload of boxed live turkeys on the platform of our depot at Petersburg, North Dakota. At one end of the truck is Agent J. H. Field and at the other Ray Andrews, nationally-known turkey breeder and secretary of the American Turkey Breeders Association. The shipment shown represents a single order

for fifteen male birds destined to a firm in Michigan. Mr. Andrews raised over eight hundred turkeys this year and breeding stock is shipped to every state in the Union. We are indebted for the picture and the information regarding it to Clarence Swendseif, assistant cashier, First National Bank of Petersburg.

Great Northern Semaphore

Last Aid to the Injured

Dr. R. C. Webb

Chief Surgeon, Great Northern Railway Co.

WHEN ADAM AND EVE left the Garden of Eden, the question of first aid to the injured became an acute one and has continued to be of ever increasing interest to mankind. Fifty years ago the subject of first aid began to assume a very scientific aspect, as a result of the research work of Louis Pasteur, the famous French scientist, who discovered the constant presence and constant dangers of germs. Today every boy scout gets a course in first aid, and he knows the importance of splinting fractures, and the avoidance of infections, in slight, as well as serious wounds.

One hundred years ago America's first railroad was started and a way was shown for great industrial development. At that time workers were largely individuals, corresponding to the present day farmers in their relations to one another. When they were injured they were taken care of medically, and the neighbors helped them with such contributions as they were able to give. After a time they returned to their labors. No one knew whether this time was too long or too short, or whether more could have been done for them and their economic loss decreased.

Since the rather recent great development of industry in the world, and especially in America, there has been an ever increasing interest in improving the treatment given to injured employees. Great efforts have been made in the teaching of first aid to the employes, and constant study is given by surgical organizations to the many accompanying problems. The Great Northern Railway Surgeons' Association, consisting of two hundred and seventy-five members, holds an annual meeting for the purpose of this study.

Last aid to the injured, refers to that aid which is needed after the wound has healed. When first aid has been given, and subsequent surgical treatment applied, and the wound has healed, and the excitement is over, the patient is not infrequently neglected. The period which elapses from this time, until the injured man returns to work, results in an economic loss to someone, and it is frequently a much greater loss than is necessary.

Last aid to the injured, sometimes referred to as reconstruction aid, received a great impetus as a result of the World War, when millions of injured men were turned out of our armies, and benevolent governments took up the problem of getting these men back to work.

When a man is injured, as for example a serious bruise, there is a period of pain as a result of damaged tissues, and rest is asked by nature when she causes the patient to suffer pain. In a short time the pain subsides, and a short time later the part appears normal, and the doctor advises use of the part. With use, a new pain develops, owing to the fact that the muscles and tendons do not work as smoothly, because their surfaces are a little rough still, and there are adhesions between the surfaces. The injured man suspects further trouble, and unless he is one who thoroughly understands his trouble, and has confidence in his recovery, he is apt to remain idle,

and instead of receiving the benefit which he would receive from use of the part while it is easily put in use, he finds himself making a very slow recovery, because the rough spots and the adhesions have become stronger and firmer, and are less easily smoothed out.

It was in such cases that our forefathers of a hundred years ago received a better last aid than we receive. Their first aid was not so good. They did not know themselves, and they did not have trained surgeons guided by X-rays, etc., to tell them. Bread and meat and protection against the elements were always necessary, and frequently short, and if possible he carried on; probably often, when a trained surgeon would have required rest. If he was forced to stop work because of the seriousness of the injury, he had no lodges to pay him insurance, and there were no compensation laws to provide for his necessities, and he returned to work, trusting in the Lord that he would not harm himself by so doing. Necessity forced him out, much as college spirit and an aggressive football coach does with an all-American player. His neighbors were in sympathy with his return to work because none had more than bare necessities and although willing to divide, the prospect was not entirely pleasant.

Surgeons treating injured employes should have the same attitude toward the employes of a great industrial organization as they would have toward the injured pioneer. After getting the injured man out of danger, relieving his pain, and properly guiding him through the healing period, they should be just as interested in getting him back to the work in which he earned his living, as they would with the injured farmer where there were no claim agents, and no insurance companies. After all, the surgeon is most interested in the final result of his labors, and takes pleasure in obtaining the highest point of efficiency in the shortest possible time.

Last aid is extremely important in the surgical treatment of fractures. Most bones are stronger at the place of the fracture after healing than they were before. The X-ray shows this to the surgeon constantly.

When a bone is broken, the sharp edges of the broken bone cut and tear the surrounding soft parts. These cuts and tears heal as does the fracture. When the bone has healed and the X-ray shows it to be solid, the injured man would be able to go to work as far as the bone is concerned, without harm. But when he tries to work, the cuts in the soft parts have grown together, and the muscles do not work smoothly, and the injured man thinks his healing is not complete, and he is frightened into laying off longer. He should have his surgeon explain the true situation to him, and should then go out and put the arm or leg through the usual movements, and get the surrounding parts in working condition, before they become more firmly grown together, and permanently limited in their usefulness. Massage and exercises are extremely necessary last aid in fractured bones, and in a great many cases the best massage and exercise is that of the former employment, to which the muscles were adapted,

and to which they must sooner or later adapt themselves.

When the bone is broken near a joint, the problem of last aid is extremely important. In a few weeks the bone is healed and become strong, and even stronger than before it was broken. X-rays may be taken, and they will show this strong, hard, new bone with the extra supply which nature always furnishes to thoroughly protect the injured area. When the arm or leg is used, this extra supply of bone may even be so excessive as to be in the way of the surrounding muscles. When use occurs, however, and nature finds there is more than is needed, she removes some. Here again early use is valuable.

It is common knowledge that when a thigh is broken the knee becomes stiffened, from the prolonged rest of the knee in one position in a cast. Similarly the fingers become stiff, from lack of use, when the hand is splinted over a period of more than a month. In the same manner lack of early use of injured parts results in permanent limitation of the use of joints, which frequently could be avoided, but continues through life. Proper encouragement in the earliest possible return to active duty, will render the most valuable last aid possible, and will prevent much of the suffering which is avoidable. After a broken bone is firmly healed, use of the part never does harm, even though the surrounding parts are painful from the injury, or from lack of use. The surrounding soft parts recover from any damage they may have suffered, and are ready to resume work long before the bone becomes solid. The ideal situation would be to have the healing of the bone and the return to function of the surrounding parts so regulated and timed, that work could be resumed when the bone is healed, rather than having to have an additional period in which to permit the soft parts to recover from the treatment.

Last aid to the injured has, as its most important feature, the earliest possible return to work; and the greatest possible assistance can be rendered by foremen who will accept the employe as soon as the doctor gives him permission to return, and will give him work which he can do while he is reconditioning his injured muscles.

Periodic physical examinations, and the early discovery of physical defects, and their remedy before injury, as described by the writer several months ago, will help to prevent accidents resulting from a failure of man power, and will not only reduce hazards, but will cause a reduced economic loss by permitting earlier return to duty and improved last aid to the injured.

Worth Knowing

ACCORDING TO THE Washington (Pa.) Daily Reporter "Credit men say that railroad men are the most dependable, most likely to pay their bills promptly on a certain day each month. Perhaps this is because a railroad man, from the nature of his work, acquires habits of punctuality that extend to his private affairs."

Leave it to Them

"I can't marry him, mother. He's an atheist, and doesn't believe there's a hell."

"Marry him, my dear, and between us we'll convince him that he's wrong."—*Pattons Monthly.*



Enough for Three Houses That Was the Contents of One Tree Cut in Snohomish County, Washington

ACCORDING TO AN article in the Everett (Wash.) *Herald* some time ago, the Miller Logging Company early in the spring shipped the cutting of one tree, which, while not the largest ever cut in western Washington, yet revealed almost perfect proportions from the stump to the last cut—almost 240 feet. The tree contained lumber enough to construct three five-room bungalows, and leave enough for a woodshed and a chicken house. Three cars were required for the shipment of this tree.

The stump of this tree, cut in Snohomish County, Washington, measured eight feet, six inches across one way and eight feet, five and a half inches, the other way—practically a perfect tree. There was not a blemish of any kind in any of the cuts, and the last one at the top was two feet in diameter. The following table will furnish a good idea of the proportions of this monarch of the Skykomish Valley:

	Length, Ft.	Scale, Ft.
First cut.....	32	7,870
Second cut.....	36	7,630
Third cut.....	36	5,940
Fourth cut.....	36	5,100
Fifth cut.....	40	4,320
Sixth cut.....	32	2,790

Seventh cut..... 28 1,800

The above picture, sent to us by James Johnstone, T. P. A., of Seattle, gives our readers an excellent idea of the timber in the region from which the giant of this story was taken.

Some Recollections of Mountain Surveys of 1890

By the late James H. Kennedy, C. E.

AS THE ORIENTAL LIMITED wends its way over the mountains of Montana, and passengers and others look with wonder upon the magnificent buildings and appointments of the present Glacier National Park, how seldom the present generation stops to think or care about the trials and tribulations of the engineers during the early days of surveys and construction of railways. As it is now nearly forty years since the first surveys and explorations, and many of the more prominent people connected with that work having passed away, it occurs to the writer that a few events that have come under his own observa-

tion, might be interesting to readers of the *SEMAPHORE*.

Early in March, 1890, I found myself engaged as inspector on track-laying on the Neihart branch of the Montana Central Railway, between Great Falls and Neihart. How I landed there at that time is quite another story. The late Mr. A. Guthrie was the contractor; Mr. Chas. F. Folliott was in charge of the material yard, and the tracklayer was a Mr. Guilford, who was generally known as old "Redcloud." However, some time in April, the late Mr. E. H. Beckler, chief engineer, sent a young man named David Herron to replace me on that work, and called me into Helena to go west in charge of a survey party on the Pacific Extension, as it was then called. Upon my arrival in Helena, Mr. Beckler dictated a letter of instruction for me, as near as I can recollect, about as follows:

"You will take your cook and proceed, via N. P. Ry. to Ravalli, arriving there during the night; thence go by stage and boat to Demersville at the head of Flathead Lake, where you will purchase your camp outfit and supplies from the Missoula Mercantile Co. You will then go to Badrock Canon on the east side of Flathead River. From that vicinity you will find preliminary survey line carried eastward to that point by J. H. Ellison last season to station 392. I have ordered boats for you to use on the Flathead River. They will be ready and I will send your party as quickly as I can get them together. You will run a preliminary line eastward to meet a party now working westward from the eastern slope. When you meet, you will each locate back over your own preliminary."

After dictating this letter and handing it to me, he added, orally, "I have been asked to take on a few boys without experience that I cannot refuse very well, and I wish you to take them and just do what you can with them."

Presently a gentleman whom I at once supposed to be N. D. Miller, chief engineer of the railway, and whom I had seen but once, appeared. He was dressed up in broadcloth, with Prince Albert coat, hair and whiskers jet black, and in every way the finest looking specimen of humanity I had seen for many months. I was introduced to him presently as my cook, Mr. D. W. Bell (see his photo, January, 1927, *SEMAPHORE*, page 26). He proved to be a good cook while surveys were in progress, after which he opened a stopping place at Belton, and the station was later named after him. However, Bell and I arrived at Ravalli late that night, to find the town had one hotel. The beds were all full, the proprietor said, without getting up to see, but he said, "You may go up to the ram pasture and perhaps you may find a place to lie down." We climbed to the attic, and found a bed where we slept soundly until daylight.

Two stages left for the lake at 7 A. M. and Bell and I were passengers. There was then a stern-wheel steamboat on Flathead Lake that ran up to old Demersville, near the present Kalispell. The Missoula Mercantile Company was the principal business firm at Demersville. There had been some trouble with the Flathead Indians about that time, and an Indian raid was expected. So a company of some three hundred negro soldiers under white officers were encamped close to the town, which I presume prevented any further trouble.

Great Northern Semaphore

Railway Morale Glance Into the Hearts of the Seattle Railway Family

By CHARLES E. HUNT

For Ten Years Railway Editor Seattle Post-Intelligencer

Camp outfit and supplies were secured at Demersville and a few good axemen, secured locally, were added to the parties sent out from Helena by Mr. Beckler, and all were gotten into camp at Badrock Canon, where trouble soon began in earnest. It was found that the Flathead River, with its swift current and rapids, was not navigable by boats and particularly by the short, wide, square-sterned boats furnished for Mr. Beckler, who had not seen the river, and had only hearsay for a navigable river.

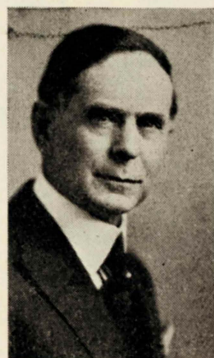
Looking back over thirty-seven years, one wonders how it was that nobody was drowned in that attempt to navigate those boats in the vicinity of Badrock Canon, during the high water especially. It should be explained that the work of this survey party was eventually confined to the limits of from Badrock easterly along the main Flathead River, and up the middle fork of the river to the vicinity of where Essex was situated on the east, and the location back westward to the crossing of the main Flathead River at Coram. It appears to be providential that no sooner had the boats proved an impossibility for moving camp and supplies, than a man named George Chilson, who had been holding down coal claims up on the north fork of the river, appeared upon the scene, and offered the services of himself and his pack outfit consisting of some fourteen horses and mules. He was an experienced packer, and knew the country well. Needless to say, he was engaged, and did good work until it became evident that his stock were no longer able to handle it, when a change became imperative. It was then necessary to cut out a trail for the pack animals, as well as to perform the work on the survey line, and it was almost impossible to get axemen as required. There were no men in the country to be picked up, and as the boys that Mr. Beckler had taken on were not experienced as axemen, some were unfortunate in cutting their feet, so that it looked like a party of cripples at one time.

About the first of June, 1890, we had our first visitors. We were camped where Belton is now, when a pack outfit of several horses was seen coming into camp. It proved to be the late Mr. Peter Siems, and a Mr. Coykendall from the east side of the mountains. They had been looking for us for two or three days, and had come in via Demersville, expecting to make their way across the mountain to join the survey party from the east, which, of course, was an impossibility at that time. It was pointed out to them that there was no trail which they could follow. It was a treat to meet those people from the outside world, although there was an unfortunate sequence to their visit. In the night Mr. Siems was taken deathly sick, and I was afraid he might die before morning. He revived, however, and in the morning they returned to Demersville, in the direction they had come.

That night has always remained green in my memory. Mr. Siem's outlook upon life became changed by his suffering, and he discoursed upon the foolishness of his coming in there, when he had already accumulated all the money it was good for him to have, and there being no necessity of his being there at all.

(To be continued)

HAD I NOT KNOWN THE railway traffic boys so well, I should probably have paid, with my life, for the awful break I made not so many



Photo—Grady, Seattle.

Charles E. Hunt

Near of the Northern Pacific, A. P. Chapman, Assistant General Passenger Agent, and Joe Bahl, General Agent of the Milwaukee, Billy Olin, Assistant General Freight Agent, and Harry Lawrence, General Agent Passenger Department of the Union Pacific, and Eddie Sheehan, General Agent of the C. P. R. Now, look them over, and you find all transcontinental passenger traffic men present.

I believe I had just splashed some orange juice in Wes Young's eye. They had been talking about baseball. Then it became quiet. I can never tell you what impelled me to do it, but, I broke the silence with this question:

"Gentlemen, the best authority I know of is represented here. What is the best transcontinental railway between Seattle and Chicago?"

Out on the street, in the banks, hotels or the highways and by-ways of business and social life I knew what each would say. And I knew what each would like to have said. But there they were, all these keen competitors.

The heat and the silence were oppressive. Not a word was spoken. They got busy with their lunching.

I asked the question again.

Each of the boys looked at his neighbor. Still no answer. I think it was Carl Taylor of the Southern Pacific who broke the silence:

"What are you trying to start? Another war?"

I have worked with these good boys, off and on, since the Alaska-Yukon-Pacific exposition in 1909. I had thought that the loyalty of newspaper men to the publication on which they were employed represented 100 per cent morale. To us of the "Fourth Estate" our paper goes ahead of our own welfare, our personal likes and dislikes, and even our families. But I believe the boosters in the traffic departments of the railways have us beaten.

To each, the railway he represents is the best in the world. It has the best dining service. The most modern trains which are always on the dot. Most courtesy, safety, speed. And they are always talking "railroad." Never saw such shabby fellows. Only those who have been intimately associated with these fellows can read their hearts.

There's my very dear friend, M. J. Costello. Worked with him for almost

20 years. Always the same fine kindly gentleman, a true representative of the great because all really great men are kind. I have interviewed the presidents of most of the railways in my time. Most are of that type. Too big to be small. I have enjoyed many talks with Louis Hill. He has always been a pet of American newspaper men because he has always had a good news story. I have chased his private car all over the Seattle yards on occasion to have a talk with him. Generally got him, and a story.

The secret of good publicity lies in easy access to the official desired, and—a substantial story. This will explain why some of the good boys never break into print. They have missed the big point.

I recall an incident of a few years ago when the president of one of the largest American railways had been in town for three days and newspapers had passed him up. I feel sure he was peeved because he thought himself so great that he should burst into the front page, upper left hand column. Almost by accident I discovered he was at the leading hotel. In the effort of saving his time as well as my own, I called him up for an appointment. Got him on his room phone.

"This is Hunt, of the *Post-Intelligencer*," quoth the humble seeker for favors from the superman. "Would you care to have me come up and talk to you?"

A little growling that did not crystallize into words. A little h-u-r-r-umph. "I am just dressing for dinnah," he said, "and will not have time to see you. Good night." Thanks be to the broader and more lovely things of life, few big men I have met are like him.

Here at Seattle I keep in touch with most of my old Great Northern friends although I am too busy on the commercial desk to write railways news any more. Here is a sketch of a few:

M. J. Costello—Once got bow-legged riding with a party headed by Louis Hill horsebacking through Glacier National Park. Tom Dillon, editor of the Minneapolis *Tribune* who was in the party and wrote the wonderful booklet of the trip, can corroborate me about M. J.

Jimmie O'Neill—One of the best friends any man ever had. Capable operating general, none better.

Colfax Mahoney—Same chap I knew in Sioux City as a boy; red hair that will never get gray; takes the old Sioux City stroll after lunch studying types.

Fred Graham—Popular, knows every farmer in Washington and his family history; good many people who are in trouble go to him. He is too kind to turn a deserving one from his door. Busiest man in town.

Some of these boys have grown older since I first shook their hands but their sense of loyalty to the Great Northern is just as keen and more valuable because they are experienced and do not make early mistakes.

I miss Dan Flynn, the kindly boy we all knew and loved so well. To him the Great Mystery has been solved. His memory will be kept green by Ralph Nichols, who knew him well, by Otto Wood, and the host of fellows who still talk, and think, and dream Great Northern.

Where Am I Going and Why?

By Roy Rosler
Minneapolis Depot Ticket Office

Part One

THE ACTIONS OF THE traveling public furnish many amusing surprises, especially in the purchase of transportation. To get a good laugh, and at the same time study human nature at its best, or worst, stick around a railroad depot ticket office, and you will enjoy yourself.

In my ten years of selling tickets at the Great Northern Union Station in Minneapolis, not a day, I believe, has gone by that has not produced at least two or three good, laughable incidents.

To have someone come up to you and ask such a question as, "Has my train gone?" "When does the train go south?" "Where am I going?" or "Has my train left the station yet?" is an everyday occurrence, but when a passenger comes up to you and asks, "Have you seen my wife?" or commands, "Give me a ticket, quick, I'm in a hurry"—that's another story.

Only recently a traveling man came to my window and asked when the next train left for the coast. I gave him the desired information.

"All right, Mister," he replied, "give us a ticket."

When I asked him where he was going, he realized that he had not mentioned any place on the coast, and not only told me his destination, but apologized as well.

But all men are not so reasonable. Some are very much put out indeed, if I find it necessary to remind them that they have not mentioned the name of the city to which they are going.

There are a good many people, who, when they set out on a journey, have so many things to think about, that by the time they reach the station to purchase their transportation, such questions as, "When does my train go?" are sure to crop up. Perhaps the train they are to board is already on the track at the station, and we must try to calm them down, since, if they become more excited, that only makes matters worse.

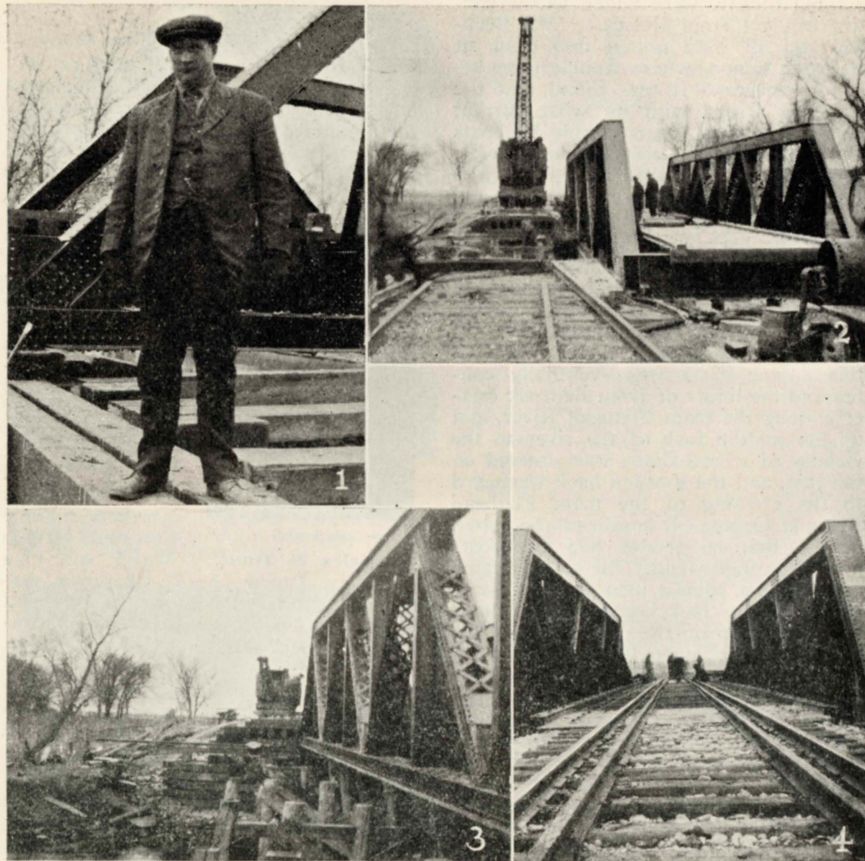
One such case came to the surface recently, when a lady rushed up to me, shouting, "Give me a ticket—I'm in an awful hurry." I asked her where she was going, and she piped up, "I'm going home." I then asked her where she lived, and she snapped back, "Why, in LaCrosse, of course." Now I did not know that she lived at LaCrosse, but I sold her the ticket as quickly as possible, and hurried her to the train, as best I could.

A great many people, especially those of the younger generation, like to tell the world they are some travelers. I remember one young sheik who came to the station accompanied by two young ladies. He had evidently told them that he was on his way to Chicago, for long before he reached my ticket window, he shouted, "Say, Mister, when does the next train leave for the 'windy city'?"

I gave him the train time, and as I did so, he leaned over toward me, and in almost a whisper, said, "Give me a ticket to Hudson."

Now Hudson is only a small town, exactly thirty miles from Minneapolis. I stamped the ticket, laid it on the counter, and called to the young man that his ticket for Hudson was ready for him. He did not hear me, as he had turned his back to the window, and

How Our Bridge Crews Work



A GREAT NORTHERN STEEL erection crew, under the direction of Foreman Ole Nordquist, (shown in picture No. 1) placed the 96 foot steel truss span for Bridge 3.5, Watertown-Sioux Falls line near Sioux Falls, South Dakota, on Sunday, November 6.

The total weight of the span is 94 tons. The time required to move it from its position on falsework to final position on piers, was thirty minutes, the total time consumed in taking out the old bridge, placing the span and restoring

track being four hours and thirty minutes.

In picture No. 2 the span is shown resting on falsework alongside of the bridge where it was assembled and riveted, and at the left is shown the old timber structure being taken out with crane X-1811.

In picture No. 3 the span is shown being moved into its position on the piers, and picture No. 4 shows it in place, ready for traffic.

was busily engaged in conversation with his friends. I called to him the second time, and evidently one of the ladies heard me mention the name of the town, for she commenced to "kid" him about his trip to the "windy city." This naturally made him feel foolish, and to make matters worse he had misplaced his purse. He felt in one pocket after another, and while doing so turned to me and asked, "When does that boat sail, Mister?"

"Just as soon as you can raise the wind, brother, but you'll have to hurry," I replied. Having found his purse by this time, he paid for his ticket, and with scarcely a farewell to his lady friends, hurried to his train.

Small children say some very witty things at times. I once sold a ticket to a lady, and while making change for her I heard her little boy pleading, "Buy one, Ma, please buy one."

"What do you want me to buy?" the mother asked.

"Buy one of those tickets so we can sit on the back porch of the train," replied the boy.

We sometimes have a good deal of

trouble when selling a ticket for a child of half-fare age. When a child is between the age of five and twelve, a half-fare ticket is all that is required. Many women resent it when they are asked the age of their children. A real old lady stepped up to me one afternoon, with two of her grandchildren, and asked for one full fare and two half-fare tickets to a certain town. I asked her the ages of the two children, and she told me the little girl was nine and the boy eleven and a half, but the little boy knew better, and blurted out, "Aw, go on, Grandma; you know I'm thirteen."

Shortly after prohibition went into effect a young Scandinavian, slightly under the influence of liquor, passed rather unsteadily by my window, and accidentally dropped a bottle of whiskey on the floor. Of course the bottle broke, spilling the contents in all directions. I called him over to me, and said, "Ole, you dropped your watch."

He scratched his head, looked at the broken bottle on the floor, and came back at me with this remark, "By yimminy, I wish it was."

(To be continued)

Great Northern Semaphore



Moses Lake Another Great Northern Paradise

By F. W. Graham, Assistant General
Agricultural Development Agent

A FRUITFUL PART of Grant County, Wash., is the Moses Lake country, eighteen miles south of Ephrata, the county seat. For years the lake has been the mecca for duck hunters and fishermen. The waters of the lake furnish irrigation by pumping onto the low lying volcanic ash lands. Gas engines which were originally used have been largely displaced by electric power supplied by the Washington Water Power Company, which extended its transmission lines to the lake several years ago. Irrigation water is also derived by pumping from low-lift wells, where the depth to water is shallow and the pumping cost low. Auto stages daily furnish transportation over a good hard highway between Neppel at the head of Moses Lake and Ephrata on the main line of the Great Northern Railway.

The Moses Lake country is especially suited to vegetables and soft fruits for which there is a neighboring market in the wheat country to the east. The wheat farmers drive their cars over to the Moses Lake irrigated farms and take on supplies of fruits and vegetables. Moses Lake abounds in perch, catfish, carp, mud turtles and other fresh water foods. From one to two dozen cars of iced carp are shipped to the Atlantic coast cities every season.

The Cascade Valley, embracing 5,000 acres on the Moses Lake peninsula, borders the lower east side of the lake two and a half miles north of Neppel. This is a beautiful flat with ample water for irrigation by pumping from wells having a lift of but thirty to forty feet. The flat is hemmed in by a rim on one side and the lake on the other side. About 800 acres are in orchards and soft fruits which use electric power for pumping water. The son of Senator Pettigrew, of South Dakota, has a 350-acre orchard here. Harvey Smith of Ephrata has a 40-acre bearing orchard and smaller tracts make up the 800 acres under irrigation.

Moses Lake spreads out like a jelly fish and has 105 miles of shore line. Its

average width varies from one-quarter to three-quarters of a mile and it is shallow, ranging up to 30 feet in depth. It is fed by springs and from Crab Creek and has no outlet. The waters seep into the shore lands and give an abundant supply of underground water for irrigation purposes by pumping from shallow wells.

Hiawatha Valley, twelve miles south of Ephrata, is a beautiful level portion of the Moses Lake country. About 1,000 acres of it are well developed with bearing orchards and diversified crops. The depth to water by pumping is from 50 to 85 feet.

The Grant Realty Co. is the largest land owner in the locality. There were about 10,000 raw acres in the original ownership, of which about 2,000 acres are now under irrigation by pumping from wells and the lake; of this acreage

about 1,200 acres are in orchard and 800 acres in alfalfa, potatoes and other crops.

Charles Harden, eighteen miles south and east of Ephrata, irrigates fifteen acres of his forty-acre place by electrical pumping from an eighty-foot well. He has 600 apricot trees and raises alfalfa between the rows. He makes a living from his 600 chickens with their sixty-cent eggs.

Some day the present pumping plants will give way to gravity irrigation. The entire county is under the proposed Columbia Basin irrigation project, and when that time comes Grant County will become one of the most productive and populous of the state's farm counties. Alfalfa will supersede the sage brush and flocks and herds will dot the landscape where now the jack rabbits hold sway.

Building Locomotives

(Continued from Page 7)

Special equipment:	
Brick arch.....	No
Superheater	Yes
Feedwater heater.....	Yes
Stoker	No
Booster	No
Tender:	
Style	Cylindrical
Water capacity.....	16,800 gal.
Fuel capacity, oil.....	5,800 gal.
General data estimated:	
Rated tractive force, 65 per cent, 127,500 lb.	
Weight proportions:	
Weight on drivers divided by total weight of engine, per cent.....	89.5
Weight on drivers divided by tractive force	4.09
Total weight of engine divided by combustive heating surface.....	65.7
Boiler proportions:	
Tractive force divided by combustive heating surface.....	14.10
Firebox heating surface divided by grate area	4.00
Firebox heating surface, per cent of evaporated heating surface.....	6.04
Superheat surface, per cent of evaporated heating surface.....	26.5

Snappy Comeback

"Can you think of anything more utterly useless than silk stockings?" asked the intensely practical man.

"Not unless it's the thing that stands on street corners watching them," answered his wife.—*Railway Employees Journal*.

A Dependable Railway

The following is a letter from Mr. Wong Hey, proprietor of a restaurant in Cleveland, Ohio, to Mr. J. J. Fitzgerald, chief clerk to superintendent motive power, Spokane, written from Seattle, where Mr. Hey was purchasing goods:

I was arrival in Seattle this A. M. I also found the place where I suppose belong. I thank you do such favor for me a Spokane. If I had time, may be I will stop there to meet you.

Great Northern Semaphore

St. Paul, Minnesota

JANUARY, 1928

EDWARD F. FLYNN Editor
B. C. EVERINGHAM Assistant Editor
and Advertising Manager

Resolutions

SHAKESPEARE IN HIS "Masque of Pandora" says, "Resolve and thou art free"; and again, in "King John" he advises, "Grow great by your example and put on the dauntless spirit of resolution."

New Year's time is resolution time. Making resolutions is no doubt a commendable habit, but herein lies a danger. Resolving doesn't make one free; believing that it does, we may make many resolutions, and then forget all about them.

The "spirit of resolution" means the continued consciousness that one has made a resolution, and the determination to keep it inviolate. Merely making it to break, which seems to be a January pastime, is an idle undertaking.

Now comes New Year, 1928! Why not, this year, instead of making sweeping resolutions to effect general or specific reformatations, just resolve seriously to correct some one fault, and then, putting on "the dauntless spirit of resolution," resolve to wear it for one full year. If you make one worth-while resolution each year, and carry it through, you will have accomplished much.

Let's all put on "the dauntless spirit of resolution!"

Another Step Forward

IN THE DEVELOPMENT of its policy of having as much work as possible carried out by its own employees, the Great Northern has just completed the construction of four mammoth locomotives, which are now in service in mountain territory.

These are four of the largest engines operated by the Great Northern, and are a credit to the men who built them. While they were assembled and completed at Hillyard, they represent work performed at other shops on the system, the tender tanks having been built at Duluth, the boilers at Seattle, while most of the work on the rods, etc., was done at Dale Street shops, as explained in the article in this issue of the SEMAPHORE, entitled, "Building Locomotives."

The building of these engines, at a cost of \$100,000 each, was an important step in the shop program of the company, which embraces the combining of repair work with new construction, with the object of maintaining a more uniform force, and avoiding the closing of the shops for a certain period of each year, it having been found necessary in the past, after building up the force in the fall, when locomotive and car repairs were heavy, to close the shops for extended periods when repair work was light.

While, in view of the vast amount of rehabilitation work, which has been done

since Federal control, and the large expenditures which have been made for new equipment, it may not be possible to keep the shop force up as high as it has been, yet the building of new equipment will go a long way toward it.

Unseen Service

WE ARE SPEAKING TODAY a new language—the language of service. When we think of service, we are apt to visualize that which is everywhere apparent, and which, in every line, has shown such marvelous improvement in the last few years. But what of the "unseen" service, such as that now being rendered by the men who are building the Cascade Tunnel, and which will "carry on" in the ages to come, in proportionate degree with the service that will be performed by those who man the trains that will travel through the tunnel? There is little glory or glamour connected with this work, which they are performing so valiantly and, which, so far as these individual men are concerned, may never be appreciated at its real value. Let us hope that at some future time a fitting tribute may be paid them!

In a lesser degree, there is another army that is performing, day by day, an unseen service; the army whose work is described in the article entitled "Unseen Service," in this issue of the SEMAPHORE. With all honor to the splendid visible service given on our comfortable trains, let us not forget those who are rendering the "unseen" service; the men in the commissary, the kitchen, and the laundry, and without whom the visible service would not be visible. Nor should we forget the maintenance of way men, or the section men, if you will, whose unseen service insures the safety and comfort of the traveling public, by night and by day, and in all seasons.

To all these fine soldiers in the field of railway service, let us offer a heartfelt vote of thanks, here and now!

Imagination

IMAGINATION IS A natural human attribute. Children just old enough to talk have a great sense of imagination. Unfortunately, perhaps, many of us lose this sense of imagination as we grow older; yet, it is of all qualities, generally the most important.

Without imagination there would be no printing, no books, no works of art—statuary, or paintings; no inventions; neither electricity nor radio; nor would there be any railroads.

One should not be unmindful of the fact that vision is important, but vision is only a sequence of imagination.

Shakespeare was great because he had a keen and well developed sense of imagination. James J. Hill needed imagination to build his great empire. He had imagination, and it developed into vision, which ripened into actuality; and so it was with Edison, whose imagination is responsible for many of the electrical benefits with which we are blessed.

Not only did the world become richer and better because of the imagination of these men, but also because of the imagination of great statesmen; that of Washington, whose imagination helped lay the foundation of our great government, and

that of Lincoln, who helped to build this great governmental structure upon Washington's foundation.

If you should be told that you have great imagination, consider that as a compliment, not a criticism.

He Can't Believe It!

THE LETTER BELOW proves that many things look impossible if they are far enough away. The writer was governed by his own experiences and could not believe that any better record could be made than those of which he had personal knowledge.

Carwell Street
Rylstone, N. W. S.
Australia,
October 15, 1927

The Editor
Mine and Quarry
c/o Sullivan Machinery Company,
Chicago, U. S. A.

Dear Sir:

Referring to an article in your booklet Mine and Quarry of June of this year, in which you state that a portion of the Cascade Tunnel on the main Scenic Washington Railway was driven a distance of 1,157 feet in 29½ or 39 ft. 3 in. in one day of 24 hours, or to come down to shifts 13 ft. 1 in. every 8 hours. I presume that they are working 8 hours a shift, and with crib time taken out the working time would be less than 8 hours. Well, sir, there has been a big mistake somewhere, and I think the person who measured that drive, should have his tape seen to, because anybody that knows anything at all about driving ground, knows that the above figures are impossible because in the first place if 2 machines could bore the face twice, there's no shovel that would shift the broken ground in the time 8 hours, and you could certainly have to bore and fire the face to make 31 ft. 1 in. because you haven't the room in an 8x9 drive to get a deeper cut out other than 7 ft. 6 in. in one firing, and sir, I think I know what I am talking about when it comes to breaking ground.

I have been for the past 12 years mining all over Australia, some of the mines being Mt. Morgan in Queensland undoubtedly the richest gold mine the world has ever known. Broken Hill, one of the greatest silver lead mines in the world, Mt. Lyell certainly a copper mine, and many others, and during that time I have worked with miners from all parts of the world, including men from the United States, and since your booklet, Mine and Quarry landed here in this part of the world, it has been read by a good many miners of no mean caliber and they all say the same as I do, that the figures shown in that article are impossible, but there's one thing we would like to have in this country especially when driving on contract, that is one of those tapes they had measuring on the Cascade Tunnel. If we did, I am afraid that the men putting in drives would have bigger pay envelopes than the general manager, and in conclusion, sir, inform the person that gave you those figures, to cut them by half and then I think that he still holds a record.

Trusting sir, that I haven't taken too much of your time over this letter, and thanking you, I am,

Yours truly,
(Signed) S. R. Riley

Great Northern Semaphore

VETERANS' CORNER

CHARLES A. AFFLECK

Department Editor
1534 Thomas St.
St. Paul, Minn.

ELECTED TO MEMBERSHIP IN THE GREAT NORTHERN VETERANS ASSOCIATION

December 19, 1927

Bartelheim, Charles F., auditor of freight receipts office, St. Paul, Minn.

Gauthier, Louis A., traveling freight agent, St. Paul, Minn.

Haefner, Frederick L., chief clerk, auditor of freight receipts office, St. Paul, Minn.

Lindell, John, section foreman, Libby, Mont.

Norquist, John, section foreman, Sand Coulee, Mont.

Pohl, Peter J., transportation inspector, Great Falls, Mont.

Scribner, Benj. J., traveling passenger car inspector, St. Paul, Minn.

Wolff, George S., engineer, Great Falls, Mont.

"Them" Good Old Days

SPEAKING OF "Them good old days," there are some who will recall the time of the big flood at Glasgow, Montana, in 1906, when that part of the population who lived on the south side, traveled around in boats and rafts.

Particularly do I remember that Conductor Spooner navigated a raft, for the purpose of traveling back and forth from his home to the yard office. He had to put his family to roost upstairs, while he mounted guard on top of the piano to report the rise and fall of the raging Milk River.

Conductor Erler, who has since passed on, and Charlie Hall, who was later elected to the office of sheriff of Valley County and is now running a train on the Rio Grande-Western, was braking for me at that time. We were dead-heading with Conductor Rist from Havre to Glasgow. At Hinsdale Rist came into our caboose and woke us up, saying that the abutments to the steel bridge at Havre had been undermined, letting the bridge fall into the river, and it had floated a half mile down stream.

Hall had just been married, and the thought of that new furniture at Glasgow being all ruined by water excited him to such an extent that he failed to realize that a steel bridge could not float far, and made arrangements with me to store his goods in an ice house safe above high water mark. He finally came out of it, and was so pleased to know that it was just another of Rist's stories, that he insisted on buying the cigars for the bunch.—HIRAM V. COSTER, Conductor, Havre, Montana.

Accidents Do Happen

A farmer was trying hard to fill out a railway company claim sheet for a cow that had been killed on the track. He came down to the last item: "Disposition of the carcass." After puzzling over the question for some time, he wrote: "Kind and gentle."—Tawney Kat.

January, 1928

History of the Air Brake

Part 1

By Charles A. Affleck

THE THOUGHT HAS suggested itself to me that a short account of the conception and development of the air brake and air signal systems, would be of interest to readers of the SEMAPHORE.

To deal comprehensively with a subject which covers a period of sixty-two years—1866-1928—would require much more time and space than can be spared by the SEMAPHORE. I shall, however, present as briefly as possible, some of the salient points, asking the SEMAPHORE to carry it forward into another month, if space can not be given for the entire article in one number.

The idea of braking apparatus to be applied to all the cars of a train, came to Mr. George Westinghouse, of Schenectady, N. Y., in this way: A train upon which he was a passenger between Schenectady and Troy, in 1866, was delayed for a couple of hours, owing to a collision between two freight trains. The inconvenience arising from the delay brought to him a realization of the necessity for some means of applying brakes to all the wheels on trains, so that such accidents might be avoided, and the time of the passengers saved.

Mr. Westinghouse's first idea was to connect the brake levers of each car to its draft gear. It must be borne in mind that this date was nearly thirty years prior to the days of automatic couplers, so that an application of the brakes on the locomotive, which would cause the cars to close up toward the engine, would thereby apply a braking force through the draft gear and levers to the wheels of each car. Although the crudeness of this idea became apparent upon an attempt to devise an apparatus to carry the scheme into effect, nevertheless, the idea of applying power brakes to trains was firmly planted in his mind. I had better say here, for the benefit of those who did not live before the days of air brakes, that the means used at that time to stop a train, was simply a manual brake, applied by the fireman to the wheels of the locomotive tender, assisted by similar brakes applied by the brakemen on some of the cars in the train, and on the caboose, in the case of freight trains. This was very slow work, and if the train was running fast, it necessarily ran a long distance before it could be got under control and stopped, often running beyond its station, and having to back up again, particularly on a down grade, or in wet weather.

Shortly after the incident I have related, Mr. Westinghouse was in Chicago, and he became acquainted with Mr. A. N. Towne, superintendent of the C. B. & Q., who invited him to inspect what was then considered an ideal passenger train. He accepted the invitation, and while looking over the train, which was fitted with a chain brake, he was introduced by Mr. Towne to Mr. Ambler, the inventor of that brake.

The Ambler brake consisted of a windlass on the locomotive which could be revolved by pressing a grooved wheel against the flange of the driving wheel, to wind up a chain which extended beneath the entire train over a series of rollers, attached to the brake levers of each car, and so arranged that the tightening of the chain caused the brake levers

to move and thereby apply the brake shoes to the wheels.

As an improvement on the Ambler brake, George Westinghouse considered the use of a long cylinder to be placed under the locomotive, the piston of this cylinder to be so connected to the chain that it could be drawn tight by the application of steam from the engine boiler, with a force that could be more accurately controlled than was possible with the windlass arrangement; but a short study of this idea showed that it would be impossible to get the cylinder long enough to operate a chain brake upon more than four or five cars, whereas trains of ten and twelve passenger cars were frequently run upon the important railways.

His next idea was to place a steam cylinder under each car, with a pipe connection from the engine beneath its tender, and under each car, with flexible connections of some kind, not then thought out, between the cars, so that steam could be transmitted from the engine through the train pipe, to all of the cylinders; this also required but little time, after some experimentation, to show that it would not be possible, even in warm weather, to work the brakes successfully upon a number of cars by means of steam transmitted from the engine boiler through pipes to brake cylinders.

Shortly after coming to this conclusion, two young women canvassers came into his father's works, and induced George Westinghouse to subscribe for a monthly paper, and in a very early number, probably the first one received by him, there was an account of the boring of the Mount Ceniz tunnel through the Alps, by means of machinery driven by compressed air conveyed through three thousand feet of pipes, which at that time was the depth of the tunnel.

This account of the use of compressed air instantly indicated to Mr. Westinghouse that brake apparatus of the kind he had contemplated for operation by steam, would be possible by means of compressed air upon any length of train, and he thereupon began to develop drawings of apparatus suitable for the purpose, and in 1867 he filed a caveat in the United States Patent Office to protect the invention.

In the meantime, George Westinghouse, having removed from Schenectady to Pittsburgh, Penn., met Mr. Ralph Baggaley, who undertook to defray the cost of constructing the apparatus needed to make a demonstration.

At that time compressed air had not yet been put to any use of importance. The apparatus necessary for a demonstration was, however, laboriously constructed in a machine shop at Pittsburgh, and fully completed in the summer or early autumn of 1868. This apparatus consisted of an air pump, a main reservoir, into which air was to be compressed for the locomotive equipment, and four or five cylinders, such as were to be put under each car, and the necessary piping; all so arranged that their operation, as upon a train could be observed.

Railway officials of the Pennsylvania and Panhandle Railroads were then invited to inspect the apparatus, and observe its operation. As a result, the superintendent of what was then known as the Panhandle Railroad, Mr. W. W.

(Continued on Page 24)

For the Health of Your Children

What Can Be Done for Deformed Children?

By WALTER R. RAMSEY, M. D.

Associate Professor, Diseases of Children, University of Minnesota, St. Paul

WHAT CAN BE DONE for a baby born with a deforming harelip and cleft palate? What can be done for a baby born with clubfeet, hunchback or hip-joint disease?

Hardly a day passes without such inquiries coming to us from some part of the country. It is not strange that parents should be so much concerned about these afflictions of babyhood, for whether or not they can be removed means so much for their peace of mind and the happiness and future welfare of the children.

Wonders can be performed by modern surgery—that is the answer; wonders that even the parents themselves can hardly believe to be true. "Is that my baby?" I have had fathers exclaim to me on returning to the hospital to see their babies after an operation for harelip. A few of them have actually thought that we were trying to trade them other more perfect babies for their own. Their amazement is not to be wondered at when one considers the great transformation in appearance which results so quickly from such operations.

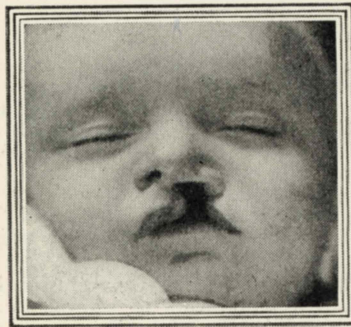
If your child is born with either a harelip or a clubfoot the most important thing for you to know is that these deformities can be corrected. Your child need not go through life handicapped, afraid to face society, afraid even to face itself in a mirror.

I want to make it clear at the outset, that harelip, horrible though it is, is not due to any disease of the father or mother. It is due simply to a defect in the closure of the normal clefts during the development of the child previous to its birth.

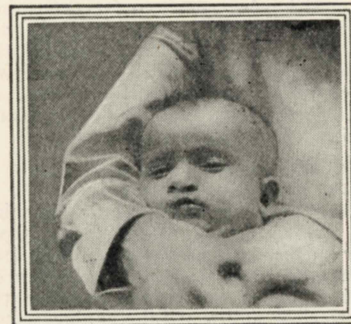
Another thing which will interest you as mothers and fathers, is that what nature has failed to do in those cases, science in a large measure can remedy.

Owing to the fact that the defect in the lip and the upper jaw makes it impossible for most of these babies to nurse their mothers, many of them die of malnutrition during the first weeks after birth. The vital importance of maintaining their nutrition from the very first can not, therefore, be overemphasized. These babies should have mother's milk if possible. In order to give it to them it is necessary to express the milk, either by means of the finger and thumb or by a breast pump, and feed it to the baby by means of a medicine dropper or with a spoon. When the breasts are emptied at regular intervals, after a few days a good milk supply can almost always be established, which the baby soon learns to take readily. If the breast milk is not sufficient in quantity, some cow's milk may be added to the breast milk. The mortality of babies on artificial food, as I have many times said, is from six to ten times greater than in those fed on the breast. How much greater still will it be in these babies who are handicapped with an imperfect apparatus with which to breathe and secure their food?

There is only one means by which the harelip and cleft palate can be repaired and that is by a surgical operation. This operation is one which every surgeon



Skilled surgery did wonders for this babe



is not capable of doing to the best advantage. There are, however, in every state one or more surgeons, professionally known as orthopedic surgeons, who have perfected themselves in the technique of this operation so that in order that the results may nearly approach the normal, the child should be taken to a hospital where the services of such a skilled surgeon can be secured.



The seemingly impossible was worked out in a children's hospital with this child

When should the operation be performed? The surgeons are now agreed that the operation on the lip and the opening in the front part of the upper jaw should be done within the first three months after birth. By this operation, a baby with this hideous deformity is transformed into a very respectable member of society, who can later look at himself and the future without fear. During the past three years one surgeon has operated upon more than one hundred and fifty of these cases at the St. Paul Children's Hospital, coming from six different western states. The accompanying photograph taken before and after the operation will show what can be done for an average case of harelip and cleft palate.

Perhaps the next most common deformity with which babies are born is clubfoot. The deformity may affect either one or both feet and may be of several varieties and degrees of severity. Judging from a large hospital experience extending over many years, it is nothing short of a crime against the child himself, as well as to the other members of his family, to allow or to permit such a condition to go uncorrected. I have had the experience daily for months past of seeing an otherwise normal fine looking specimen of young manhood going to his work handicapped with two "clubfeet." This condition is very easily corrected in early infancy and usually without any operation. The position of the foot must be corrected and held there by a properly applied cast very early in the life of the individual. The orthopedic surgeons now prefer to make the first correction within the first few weeks after birth. This should be done if possible in a children's hospital, after which the child may go home and be brought to the surgeon from time to time to have the position of the foot adjusted and a new cast applied. When these cases are allowed to go until adolescence, as in the accompanying case, the results are never as good as when done early and then a surgical operation is often necessary.

If a case of clubfeet occurs in your own family or in the neighborhood, see that you or they get into connection with a hospital in your own state where the deformity may be promptly and skillfully corrected.

Another extremely serious deformity, which owing to scientific medicine now is much less often seen than formerly, is the condition popularly known as "hunchback."

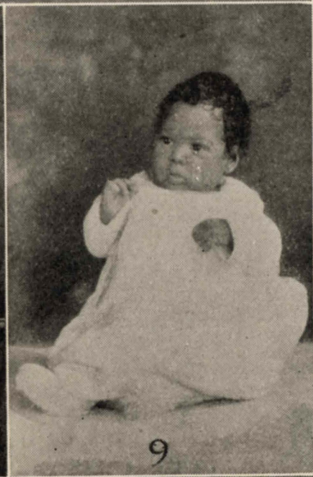
The classical hunchback you read about in novels, such for example as Victor Hugo's "Hunchback of Notre Dame," was always due to tuberculosis of the spinal column. The bodies of the vertebrae become decayed by the disease and as a result the spinal column took on an angular deformity producing the "hunch." There are other conditions than tuberculosis capable of producing hunchback, the most common of which are infantile paralysis and extreme rickets.

Deformities of the spine due to infantile paralysis are not at all uncommon. Severe infantile paralysis results in a lack of support to the spine on the part of the paralyzed muscles, and a bending of the spinal column follows. Such a condition should never be permitted to reach this degree of deformity without proper treatment. In many of these cases of infantile paralysis where the muscles are not wholly paralyzed, a large degree of activity of the muscles can be

(Continued on Page 21)

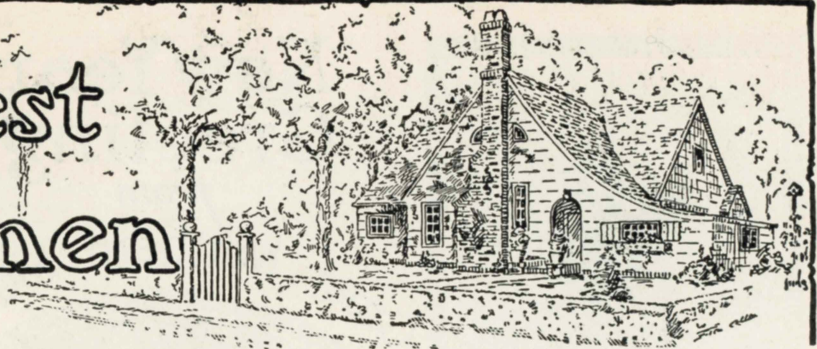
Great Northern Semaphore

New Year Greeting *from* Great Northern Kiddies



1. John Wm., son of William Greene, hostlers helper, Wenatchee, and grandson of Veteran Engineer John F. Buell of Montana Division. 2. John A., son of Chester M. Lambert, yard clerk, Willmar, Minnesota. 3. Paul and Pauline (Twins), children of G. F. Rediske, joint-agent, C. M. & St. Paul, and G. N., Slayton, Montana. 4. Walter and Kenneth, sons of William Blaski, St. Cloud Shops, St. Cloud, Minnesota. 5. Geraldine and Maxine, daughters of J. W. Dussalt, operator, Sweet Grass, Montana. 6. Katherine Marie and Mary Rose, children of R. E. Buckley, signal-engineer, St. Paul, Minnesota. 7. Muriel and Thelma, daughters of A. G. McCartney, operator, Dodson, Montana. 8. Thomas H. Jr., son of Thomas H. Alsup, clerk, roundhouse, Havre, Montana. 9. Robert Edward, son of Thomas H. Alsup, clerk, roundhouse, Havre, Montana. 10. Irene and Hazel, daughters of Fred Farley, division water inspector, Havre, Montana.

Of Interest to Women



Conducted by MRS. J. MABEL DILHAN

The Christmas Club

THE PICTURE of a window full of dolls at the bottom of this page, is just one illustration of the thousands of ways in which the Christmas spirit is now being translated into service for the less fortunate members of society, two hundred and ten dolls having been dressed by the Great Northern Women's Club, for distribution by the Santa Claus Club of St. Paul on Christmas day—thereby gladdening the hearts of two hundred and ten little girls, some of whom might otherwise have had no presents at all.

While such a state of affairs may seem inconceivable to the happy children of Great Northern and other fortunate families, many of whom always receive from Santa Claus, beautiful dolls and baby buggies, and all sorts of mechanical toys, railroad trains, and whole menageries of elephants and bears, camels and alligators, woofing doggies and mewing kittens, and armies of tin soldiers, their long stockings being stuffed full, and the glistening Christmas tree hanging heavy with candy and nuts and fruit, and everything their little minds could think of to ask of him; there are, nevertheless, thousands of very good little children, who, without the big-hearted service which plays so large a role in the social welfare work of today, would be cold and hungry, and without Christmas cheer of any kind.

Only those who have looked sympathetically into the countenances of the distraught and helpless poor, can have any conception of what it means when a delivery man stops at their door the day before Christmas, bringing food and fuel, and warm clothing and children's toys, the glowing Christmas spirit coming like a glimpse of summer to the eye of the wintry soul, to dispel the shadow of distress.

The most conspicuously outstanding agency among the many relief organizations of St. Paul, is that of the Santa Claus Club, which for the last seven years, by the courtesy of Mr. Louis W.

Hill, has maintained headquarters on the ground floor of the Great Northern Building, occupying a space 60 by 60 feet in extent, on the East Fourth Street side during the month of December.

With a hundred active members and a full set of officers, this is a unique society, being, so far as is known, the only one of its kind in America. In addition to its own direct activities, it acts as a clearing house for all other city organizations engaged in relief work, including the United Charities, the Gospel Mission, the League of Protestant Women, the Women's Catholic Guild, the Volunteers of America, and the County Board of Control, all of whom send their contributions of presents to the Santa Claus Club, and their card indexes to its officers, for the purpose of cross checking to avoid the duplication of work as well as of presents.

While the official headquarters of the Santa Claus Club is not opened until December first, its correspondence assumes large proportions early in November, when letters addressed to Santa Claus at a great variety of places begin to arrive; to Santa, for instance, at the "North Pole"; at "Icy Cape"; or simply "Alaska," or just "Santa Claus," with no destination specified. An interesting commentary on the Santa Claus correspondence, is that C. J. Moos, postmaster at St. Paul, delivers all these letters immediately to the Santa Claus Club, notwithstanding the fact that various and sundry stamps are used upon them, other than the legal stamps of the United States government, including trading stamps, Christmas seals, or anything in the form of a sticker that the

eager little correspondence could get his hands on. Some of the envelopes are merely scraps of paper, sewn together with yarn. Santa Claus letters which reach the St. Paul post office before the Club's headquarters is opened, are sent to Geo. W. McCree, of the Commodore Hotel, who is treasurer and corresponding secretary of the organization. Mrs. Fred Benjamin, of the Tazewell Apartments, is its president, and Mrs. Frank Fryberg, of the Angus Hotel, its secretary.

As the Santa Claus letters come in they are checked against the card indexes, to ascertain if the case is already of record, and if not it is given to the investigating committee, and an investigator assigned to it, who, after going into the case thoroughly, makes a detailed report, showing the circumstances of the family, the number of children and their ages, and the needs of each, the card reading, for example: "One boy, 8; four girls, 5, 9, 11, 13 years; mittens, stockings, dress, cap, etc."

Donations to supply these multitudinous needs are collected through various agencies, the laundry wagons of the city being among the most effectual means of gathering clothing.

The investigator also reports upon the general conditions which prevail at the homes, whether they are indicative of cleanliness and thrift, or whether the family is apparently improvident and shiftless, discrimination then being shown in sending presents to the right places, a daintily dressed and fragile article not going to a child who would not know how to take proper care of it.

As evidence of the immense volume of Christmas relief handled by the Santa Claus Club in the season just closed, one check issued in payment of a single invoice to a manufacturer of children's underwear, by Mr. McCree, amounted to \$1,080. Mrs. McCree, chairman of the doll committee, had over twelve hundred dolls dressed for little girls. All together, over ten thousand presents were distributed to St. Paul's needy families in the Christmas season of 1927.



A Window of Joy!

CLUBS

What the Several Chapters and Allied Organizations are Doing

Men's Club, St. Paul, Chapter No. 1

On November 23, L. S. Headley, vice president of the Northwestern Trust Company, told the Club about "Trusts." He said "Put not your trust in money, but put your money in trust," which is a different thing. In the old days, before the advent of trust companies, it was customary for individuals to become administrators or executors of the estates of deceased friends. In some cases this was quite a burden, as a man might be called on to be executor for a number of estates at the same time; and if he died before the estates were settled up, then new complications arose.

So companies were organized to handle affairs of this kind, and they have been most successful. The speaker said that in this country there are about 16 billion dollars in money in trust and about a similar amount of property. He likened the trust companies of today to the "department stores of finance" and described the different kinds of service a fully equipped trust company can render.

First there is the safe deposit department where people bring valuables such as jewelry, stocks, bonds, insurance papers, etc., for safe keeping. The company knows nothing whatever about the contents of the boxes, and they have no interest whatever in them except to furnish a safe place to keep them and guard them. Second, is the farm mortgage department, which is quite popular as an investment proposition. Third, is the real estate department, looking after the property that comes to them to handle as executor of estates, or as trustee. Under this head they have organized the "insurance bureau" and the "city loan bureau." Fourth, is the "Investment" department which looks after the proper investment of funds. It is easy to understand that they possess a great deal of information about investments that most persons would not be likely to learn in the ordinary course of events. Most of their investments are made in bonds, but they will buy and sell stock of high grade. Fifth, is the "Trust" department in which the speaker was most directly interested, and he described it as the heart and soul of the company, on account of its personal relations with its customers. The speaker explained the way in which legal title to property is conveyed to the trust company as trustee, and how the courts of equity in this country are equipped to handle questions of property. The trust company acts as trustee for wife or children, as guardian for spendthrifts and insane, or for a person who wishes to be relieved of the burden of business and desire to travel or regain health. Sometimes a person creates a trust for the relief of relatives or for direct distribution to the widow and children, in accordance to the provisions of the trust. The individual trustee may die before his duties are performed, but the trust company is immortal, always at home, always at your service with its wonderful facilities.

The members of the Great Northern quartette were very "snappy" in their new grey suits as they so delightfully entertained the Club, as usual.

WHAT HAS BEEN accomplished by the radio in the few years since it has become a part of our existence is almost incredible, but on December 7 the club listened to H. A. Bellows, manager and director of station WCCO, tell about what radio will do in the next few years. In no uncertain words he declared the radio to be one of the biggest things that man has invented and that what is known about it at present is hardly to be compared with what will be found out.

All communication up to present he said, had to have some track or channel by which it was conveyed, mentioning the railroad, telegraph, automobile. But now comes the radio, instantaneous in action, without track or channel to travel on.

So far the use of the radio has been largely for entertainment and therefore a luxury, but in the future it is to be a necessity, and already signs of this are appearing. For instance, the farmer has to have the radio to keep in touch with market quotations.

Mr. Bellows has just returned from the East where he attended the international telephone and radio conference, at which 76 nationalities were represented. He said they all got along fine as they didn't understand each other (unless there was an interpreter).

He described the day when in company with Marconi, Saranoff and Rossi, he went out to see a demonstration of the beam radio. Listening to the man who had thought it out, and had constructed the apparatus, now demonstrate how the ether waves were brought together and shot in one direction, he felt it was a great day. In conversing with Marconi on his wonderful demonstration, Marconi said, "What both you and I know about radio now is comparatively little to what is not known."

One of the great difficulties with radio has been that most of the power used in broadcasting has been wasted as the waves radiated in all directions. The beam radio does away with this. It is figured that the radio beam shot by the new broadcaster is 15 times as strong as the wave now sent in all directions. He predicted the use of beam radio by rail-

roads in sending messages and that moving trains will be in communication with the main office.

He said he thought he was safe in predicting television in the next five years, and described his seeing Admiral Bullard's picture before him as he talked to him several miles away. The time is coming, he believes, when moving pictures from life will be broadcast, and news of the world an hour old will be stale.

The part that radio is to play in the future means a move toward decentralized civilization. It will bring news and entertainment from the centers to persons all over the country. Even now trappers in northwest Canada listen to the New York Symphony. Radio is to be a real business. People who lived in the days of the covered wagon thought they were living in the most exciting time of history, but the big things are yet to come.

ON NOVEMBER 30, it no doubt surprised Judge Clayton Parks more than a little, when he was hailed before the officers of the club and found guilty by a "jury" and sentenced by President Rankine. Before passing sentence the judge was permitted to say what he had to "say for himself."

The judge had been invited to speak to the club and the above little court scene was enacted merely to make him feel at home. However, he was equal to the occasion and told the club about things that happen in a court room, which should help to make them serve as better jurors, and also get a little pleasure out of an otherwise irksome task. His talk on "court psychology" gave an insight to some of the methods used by attorneys in handling witnesses. His illustration of the colored witness who replied to the attorney that he was no lawyer and could not talk without thinking, caused considerable amusement.

The judge was pleased to say that railroad men as a rule do not shirk jury duty.

We all felt that it was well worth our while to hear the judge speak, and enjoyed the time very much.

The musical number was presented by J. E. Gaylord, violinist; H. C. Lindgren, violinist, and C. F. Ziegahn, pianist.

(Continued on page 22)



New Officers of Chapter No. 1

IN THE PICTURE ABOVE our readers will see the newly elected officers of Great Northern Railway Club, No. 1, of St. Paul. Seated is the new president, James C. Rankine, superintendent of telegraph. Standing from left to right are: J. A. Sinks, treasurer, custodian of records, comptroller's office; Charles T. Fox, secretary (re-elected), chief clerk, employment bureau; J. S. Mullane,

vice-president, chief clerk, passenger traffic department; C. W. Tilton, vice-president, assistant general auditor.

Committees appointed by the president were as follows: House Committee—F. J. Crisman, chairman, E. H. Dodds, Harry Gutz, C. T. Peterson, O. A. Raddatz; Entertainment Committee—G. J. Ghimenti, B. C. Everingham, Karl Koehn, W. C. Read, E. E. Thompson.

Our Honor Roll

The following named employees, after long and faithful service, have been certified by the Great Northern Pension Board as eligible for retirement on a pension.



Laughlin M. Owen, conductor, Havre, Mont., effective Aug. 1, 1927.
 James Lenahan, engineer, Havre, Mont., effective Oct. 1, 1927.
 Frank L. McDonald, engineer, Minneapolis, Minn., effective Oct. 1, 1927.
 Peter H. McGuire, engineer, Superior, Wis., effective Oct. 1, 1927.
 Fred Hasse, janitor, Barnesville, Minn., effective Oct. 1, 1927.
 Thomas Urban, crossing flagman, St. Paul, Minn., effective Oct. 1, 1927.
 Herbert Simmonds, assist. car shop foreman, St. Paul, Minn., effective Nov. 1, 1927.
 Charles McKenna, switchman, St. Paul, Minn., effective Nov. 1, 1927.
 James Mann, track watchman, Butte Division, effective Nov. 1, 1927.
 George E. Lacy, conductor, Sioux City, Ia., effective Nov. 1, 1927.
 Tom Bowen, pumper, Grand Forks, B. C., effective Nov. 1, 1927.
 John F. Getsey, conductor, Marcus, effective Nov. 1, 1927.
 Patrick J. Hogan, yard foreman, Dale Street, effective Nov. 1, 1927.

IN MEMORIAM

Michael Mohs, car repairer, St. Cloud, Minn.; retired Oct. 1, 1925; died Oct. 12, 1927.
 John McGuire, section foreman, St. Paul, Minn.; retired Dec. 1, 1922; died Oct. 8, 1927.
 Charles Sommers, carpenter foreman, Melrose, Minn.; retired May 1, 1922; died Oct. 25, 1927.
 Louis J. Boudette, passenger brakeman, Willmar, Minn.; retired Aug. 1, 1927; died Oct. 29, 1927.
 James J. Keeley, engineer, Crookston, Minn.; retired Feb. 1, 1921; died Oct. 15, 1927.
 William O. Beckwith, millwright, Dale Street; retired Sept. 1, 1925; died Nov. 26, 1927.
 Pensioners on the November rolls..... 331
 Pensioners died since Sept. 16, 1916..... 173
 The amount paid out in pensions to Nov. 30, 1927, is.....\$795,611.62

LAUGHLIN M. OWEN

Born October 4, 1869, at Lock Port, Bedford County, Virginia. He was employed as brakeman for about five years for railroads at Indianapolis, Ind., St. Paul, Minn., and Brookfield, Mo., before he entered the Great Northern service as brakeman at Havre in August, 1898. In May, 1899, he was promoted to conductor and in October, 1906, to passenger conductor at Havre. He was retired on account of permanent incapacity and pensioned, effective August 1, 1927, with 29 years of service. His address is Havre, Mont.

JAMES LENAHAN

Born February 9, 1864, at Orillia, Ontario, County Simcoe. In April, 1880, he was employed as pumper at St. Vincent, N. D., and in August, 1880, as wiper at Grand Forks, N. D. In September, 1881, he transferred to Fergus Falls Division as fireman and in July,

1886, became engineer on the Kalispell Division. Since March, 1898, all his service has been on the Montana Division. He was retired on account of permanent incapacity and pensioned, effective October 1, 1927, with 47 years of service. His address is 322 Third Avenue, Havre, Mont.

FRANK L. McDONALD

Born August 10, 1874, at French Lake, Minn. He worked at home on a farm until he entered service at Great Northern roundhouse at Minneapolis Junction in October, 1900, under E. M. Mortimer, master mechanic. In July, 1901, he was promoted to fireman and in September, 1905, to engineer. He was retired on account of permanent incapacity and pensioned, effective October 1, 1927, with 27 years of service. His address is 947 Seventeenth Avenue S. E., Minneapolis, Minn.

PETER H. MCGUIRE

Born November 26, 1862, in Hudson, Wis. From 1878 to 1894 he worked for another railroad running into St. Paul and in August, 1895, he became engineer for the Great Northern at Superior. In April, 1902, he was appointed road foreman of engines and in November, 1903, master mechanic. In March, 1907, he requested to be returned to his engine and remained in service as engineer until he was retired on account of permanent incapacity and pensioned, effective October 1, 1927, with 32 years of service. His address is Box 297, Elcar, Minn.

FRED HASSE

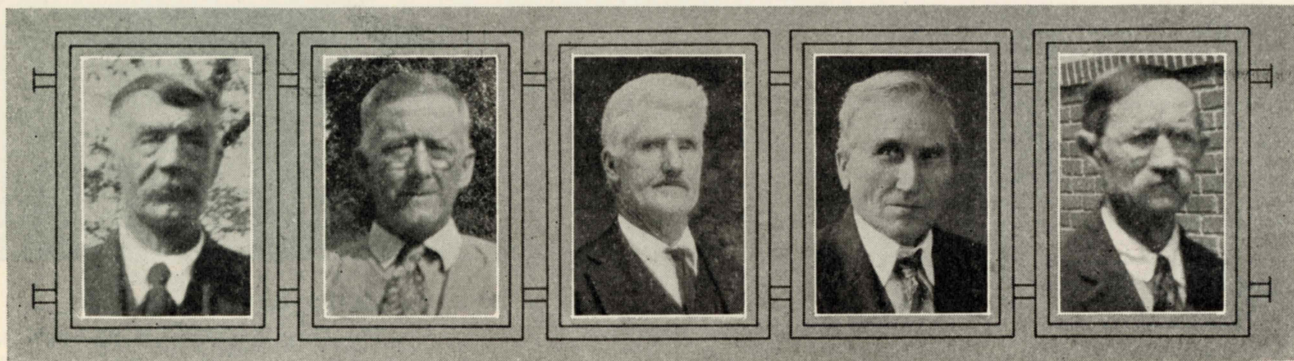
Born September 3, 1856, in Poblitz, Germany. While he lived in Germany he worked on a farm. For three years he worked as laborer at Barnesville for John North. His first service with the Great Northern began in April, 1887, as shop helper at Barnesville and he quit in September, 1894. He also worked as wiper and machinist helper at odd times in 1896 and 1897. In May, 1903, he was re-employed as machinist helper at Barnesville and has since worked as wiper, laborer and janitor until he was retired on account of age limit and pensioned, effective October 1, 1927, with 23 years of service. His address is Barnesville, Minn.

THOMAS URBAN

Born December, 1859. He was employed as section laborer at St. Paul from December, 1902, to January, 1925, under John McGuire, foreman, and J. O'Leary, roadmaster. He was transferred to crossing flagman under R. E. McDonald, general yard master, St. Paul, and worked until he was retired on account of permanent incapacity and pensioned, effective October 1, 1927, with 25 years of service. His address is 311 Atwater Street, St. Paul, Minn.

HERBERT SIMMONDS

Born October 10, 1855, in England. He worked as a carpenter at Winnipeg for four years and was employed by the Great Northern as a carpenter at St. Paul, May, 1887, under S. Oakley, general car foreman. During 1895 and 1896 he was in New York City studying phrenology. In 1898 he was promoted to foreman. He was retired on account of the age limit and pensioned, effective November 1, 1927, with 38 years of service. His address is 1061 Goodrich Avenue, St. Paul, Minn.



Another Group of Recent Pensioners

From left to right: James Berglund, section foreman, Mora, Minn.; William E. Bradbury, engineer, St. Cloud Division, 195 Fuller Ave., St. Paul, Minn.; Owen Gallagher, machinist helper, Hillyard roundhouse, E. 3008 Wellesley Ave., Spokane, Wash.; Oliver Johnson, laborer, Hendrum, Minn.; Alexander Pepin, machinist helper, Jackson Street shops, 98 Manitoba Ave., St. Paul, Minn.

CHARLES McKENNA

Born December 30, 1862, in Ontario. He was employed by various companies in St. Paul from 1883 to November 4, 1896, when he entered the Great Northern service as a laborer in the general stores department. In December, 1897, he was employed as yard policeman at St. Paul and in March, 1910, was transferred to switchman where he worked until he was retired on account of permanent incapacity and pensioned, effective November 1, 1927, with 31 years of service. His address is 632 Linden Street, St. Paul, Minn.

JAMES MANN

Born October 20, 1857, and for the past twenty-three years has been employed on the Butte Division as track watchman. He was retired on account of permanent incapacity and pensioned, effective November 1, 1927, with 23 years of service. His address is Fort Benton, Mont.

GEORGE E. LACY

Born April 14, 1862, in Sangamon County, Illinois. He worked as warehouseman and trucker at Sioux City for different companies about three years and was employed as check clerk on the Sioux City and Northern Railway September, 1897. In October, 1899, he was promoted to warehouse foreman. In September, 1900, he was transferred to brakeman and was promoted to conductor in August, 1902. He was retired on account of permanent incapacity and pensioned, effective November 1, 1927, with 30 years of service. His address is Yankton, S. D.

TOM BOWEN

Born March 16, 1858, at Garthorpe, Lincolnshire, England. Before coming to America, he was a keeper and caretaker at Yorkshire under Mr. Hempson. He farmed for over six years in High Bluff, Manitoba. In February, 1906, he was employed as car repairer at Weston, B. C., under T. Collier, foreman. In 1907 he was transferred to pumper and worked from then on as pumper and coal chute operator at Grand Forks, B. C., until he was retired on account of permanent incapacity and pensioned, effective November 1, 1927, with 22 years of service. His address is Grand Forks, B. C.

JOHN F. GETSEY

Born July 27, 1866, at McLean, Ill. He was employed in train and yard service at Prescott, Ariz., and Mexico and California for about seven years before entering Great Northern service as brakeman on Spokane Falls and Northern Railway in September, 1901. He only worked a short time and went with the Washington Bureau of Information. He returned to service at Marcus and was promoted to conductor. In June, 1906, he became passenger conductor. He was retired on account of permanent incapacity and pensioned, effective November 1, 1927, with 25 years of service. His address is 2802 W. Boone Avenue, Spokane, Wash.

PATRICK J. HOGAN

Born March 25, 1859, in Ireland. He had been in the Great Northern service since March, 1881, beginning as laborer at St. Paul shops under Wm. Howard, foreman. Also worked for John Moir and H. Holmes, foremen. In 1903 he became yard foreman and remained in this service until he was retired on account of permanent incapacity and pensioned, effective November 1, 1927, with 20 years of service. His address is 1514 Van Buren Street, St. Paul, Minn.

sioned, effective November 1, 1927, with 46 years of service. His address is 603 Van Buren Street, St. Paul, Minn.

In Memoriam

MICHAEL MOHS

Born September 14, 1855, in Germany. He worked as a car repairer at St. Cloud under Wm. Feaster several different times between January, 1887, and November, 1895, and then went farming until he returned to the Great Northern in November, 1904, as a car repairer for W. P. Schmidt. All his service has been at St. Cloud. In September, 1918, he became a gang foreman, which position he held until he was retired on account of reaching the age limit in September, 1925, and pensioned with 21 years of service. He died at St. Cloud, Minn., on October 12, 1927.

JOHN MCGUIRE

Born October 4, 1852, in County Oxford, Ontario. He worked for other companies as section and extra gang foreman for seven years and was employed by the Great Northern in February, 1890, as section foreman on Terminals Division. He also was employed as extra gang foreman and assistant roadmaster. All his service was for the Terminals and St. Cloud Divisions. He was retired on account of reaching the age limit and pensioned, effective December 1, 1922, with 33 years of service. He died at St. Paul on October 8, 1927.

CHARLES SOMMERS

Born April 22, 1852, and was employed by the Great Northern Railway from January, 1880, to April 22, 1922. He worked as carpenter at Crookston and pump repairer at Grand Forks. In 1888 he was master carpenter at Larimore and in February, 1899, he became master carpenter at Melrose. He was retired on account of age limit and pensioned, effective May 1, 1922, with 42 years of service. At the time of his death he was living near Chehalis, Wash. He died October 25, 1927.

LOUIS J. BOUDETTE

Born March 21, 1858, at Sherbrooke, Quebec. He farmed at Kandiyohi, Minn., for five years; also was a salesman and chief of police at Willmar. He entered service of the Great Northern

Railway July, 1907, as passenger brakeman at Sioux City. In November, 1926, he was granted a leave of absence on account of sickness and was pensioned, effective August 1, 1927, with 20 years of service. He died at his home in Willmar, October 29, 1927.

JAMES J. KEELEY

Born March 17, 1852, in New York City. He worked as fireman and engineer at Winona, Minn., from 1870 to 1879, and was employed by the Great Northern Railway as fireman at Crookston in 1879. In 1880 he was promoted to engineer and worked until he was retired on account of permanent incapacity and pensioned, effective February 1, 1921, with 42 years of service. He died at Deer Lodge, Mont., October 15, 1927.

WILLIAM O. BECKWITH

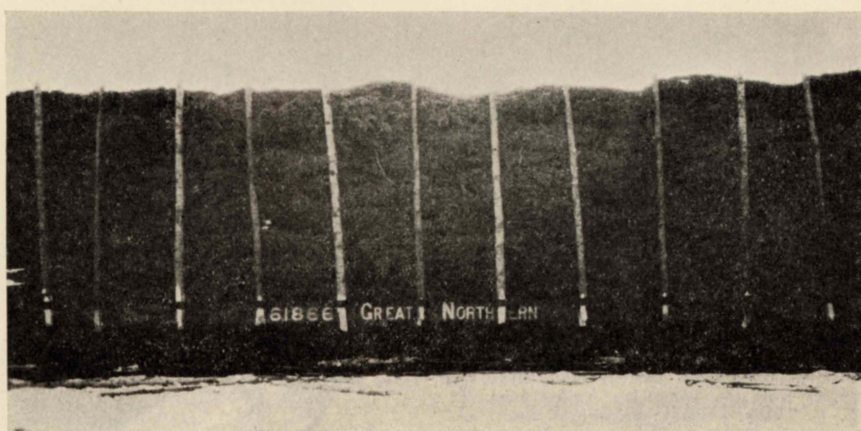
Born November 4, 1856, at Norwich, Conn. Was employed as carpenter for the C. M. & St. P. at Minneapolis from April, 1886, to November, 1888. He went back east and worked for Frederick & Smith of Syracuse, N. Y., as millwright and machine hand from December, 1888, to July, 1889, and for New York Central Lines from July, 1889, to September 1, 1890. He returned to Minneapolis in September, 1890, and worked as house carpenter for McMullen & Cheney until March, 1893. For three years more he worked for Smith & Myman as millwright. On May 4, 1896, he entered the service of Great Northern Railway as millwright at St. Paul shops and Dale Street shops. He remained in his position until retired August 15, 1925, on account of permanent incapacity and was pensioned with 29 years of service effective September 1, 1925. He lived at 1514 Van Buren Street, St. Paul, Minn. He died on November 26, 1927.

Deformed Children

(Continued from Page 16)

regained by proper exercises, if they are begun sufficiently early. Every such case must go at least temporarily to a children's hospital where the proper diagnosis can be made and the necessary appliances made for the prevention of further deformities.

Wm. A. Ramsey



Helping Santa Claus!

HERE IS A PICTURE from the far north of Minnesota, showing 5,500 Christmas trees on one car. It was taken at Warroad, Minn., and was one of six such cars loaded at this point in early December. The snapshot came to us through the courtesy of our agent at that point, J. T. Majeres.

THE FAIR OF THE Iron Horse" will be written down in history as a fitting celebration of the first centenary of a railroad on the Western hemisphere. The Baltimore and Ohio Railroad received their charter from the Maryland Legislature in 1827. This railroad has retained the original name and its charter has been changed but little since it was granted 100 years ago. The fair ground was located at Halethorpe, a suburb of Baltimore, where roads and tracks were built and an exhibition concourse 800 feet long, containing three lands, one for high-way vehicles, motor driven floats and trains was laid out. The grand stand had seating capacity of 12,000. The transportation, allied service, and traffic buildings housed exhibits of marvelous historical and mechanical interests.

O. J. McGillis who told the Club about it at the meeting on December 14, was in attendance at the fair in connection with the Great Northern exhibit, which consisted of the Indians with their full equipment of lodges, furnishings, travois, bullboats, Red River ox-carts, and the Wm. Crooks locomotive with its two quaint coaches. Last but not least, said Mr. McGillis, the splendid men furnished by the operating department to handle the train should be mentioned. Full credit is due Col. W. H. McGraw, the conductor, and J. J. Maher, the engineer, who in their stage whiskers and trainmen's uniforms of 1860 were colorful figures in the pageant and also were splendid representatives of the Great Northern operating forces, making thousands of friends along the route to and from Baltimore for themselves and the Great Northern. It was though Col. McGraw's influence that President and Mrs. Coolidge came down to the public train shed at Washington to see our historic train. The president had been invited to attend the pageant in Baltimore, but couldn't accept, so our train was the only part of the great exhibition that he saw.

The Wm. Crooks train seemed to carry with it a spirit of the old days of the romantic West. The Indians and old train caused a furore of excitement throughout the East. Schools were closed to permit children to see the famous old Great Northern train and its real Indian passengers and the Indians entertained thousands with their songs, dances and stories in the sign language, concerning Glacier Park, their homeland. The Indians of course invited their hosts of new friends to visit them in Glacier and Waterton Lakes National Parks. When Mayor Walker of New York was inducted into the brotherhood of Blackfeet tribesmen, Chief Bird Rattler gave him the name of "Many Rider" after a famous Pikuni Chieftain.

The vocal selections by H. C. Soucheray, treasurer of the St. Paul Abstract Co., were much enjoyed. He was accompanied by Mrs. Soucheray at the piano.

Great Northern Railway Women's Club

The Christmas Party

SPRAYS OF HOLLY, red wreaths, miniature evergreens, the soft glow of candle light, the familiar strains of the Oriental Limited Orchestra and a host of happy, smiling Great Northerners made up the delightful scene at the Great Northern Railway Women's Club's fourth annual Christmas party which was held on Thursday, December 15 at 7:00 o'clock at the St. Paul Athletic Club. The spacious dining room with its many round tables seating small and large groups of guests, provided not only comfort but an artistic setting for this jolly occasion. Tall red tapers upon the tables and gaily colored balloons, furnished with the compliments of Mr. L. W. Hill, formed an attractive color scheme, and added to this were favors consisting of beautifully tinted framed pictures received from Mr. G. R. Martin, vice-president, huge red apples from the Wenatchee Valley from Mr. E. C. Leedy, general agricultural agent, and apples in silver paper from Mr. J. A. Blair, dining car superintendent, who, in order that we could have the dainty confection, had them sent in from Cashmere, Wash. The club favors were bookmarks of red silk cord, fastened at each end with painted pecans and the exchange of gifts for the club members was as usual, an interesting feature. For the



Women's Club Christmas Party

gentlemen, who, of course, were not members, the proverbial goats of Glacier Park, in miniature were given.

At the officers' table at which Mr. Ralph Budd, president, was the honored guest, there were miniature evergreens, blinking with colored lights and sparkling tinsel; red wreaths and sprays of holly were placed here and there and the tapers were tied with red tulle and holly. During the dinner music was furnished by the Oriental Orchestra, and following this, a program was presented in which the Great Northern Songsters and the Quartet appeared in the opening number, singing a group of Christmas carols. Constance Colestock, assisted by Dorothy Mahood, was featured in several aesthetic dance numbers, and Fiorito, the piano-accordion artist from station WCCO, entertained delightfully. Irene Jackaman, soprano, assisted by Mrs. Elizabeth Voight, was the soloist.

The program was interrupted by Ellen Donahue, president, who made a brief talk in which she welcomed the guests and announced the names of those whose gifts so greatly added to the party. Two attendance prizes were drawn, Mrs. Ralph Budd receiving a book of which Agnes Laut is the author, and which was given through the courtesy of Mr. W. R. Mills, advertising manager, and a gesso glove box won by Bernice Kaye, a member of the club. Mr. Ralph Budd, president, was the pleasant surprise that Miss Donahue

reserved for this hour, and his talk held the individual interest and attention of all. Mr. Budd's expression of his appreciation for the work done in and through the club in the past year was indeed an incentive to even greater effort and accomplishment, but no words of praise will be remembered more than the kindly thought expressed for the club, "wherever he may be at Christmas time." The program was continued by Genevieve Rickenthaler, violinist, from station WAMD, accompanied by Lucille Michaud, of the office of the auditor of freight receipts, and a group of songs by our songsters. As a concluding number the octette led a grand ensemble of "Jingle Bells."

Service Unit

The cheer of the Service Unit was spread about for the kiddies at the Pleasant Day Nursery on Saturday afternoon, November 26, when a most entertaining and suitable program was presented for them. Pupils from the St. Agatha's Conservatory appeared in a group of dance numbers, and readings were given by Betty Jane Dickinson. The soloist was Pauline Le Duc, contralto, and piano selections were played by Bernadine Courtney. Children's story telling by Eva Laylin was decidedly entertaining for these youngsters, and the candy-filled little houses, which were distributed by the Unit as favors, added greatly to their happiness. Mae Needham, chairman, was in charge of the arrangements.



A
Heartfelt
Greeting from
the
St. Paul
Women's Club
Officers

Taken from the
Program



Portland 50-50 Club

ABOVE IS PRESENTED TO YOU the members of the Fifty-Fifty Club of Portland, Oregon, a group of ninety-two business women and their friends in annual meeting assembled. The smaller portrait in the corner, is of Gladys C. Rathke, who represents the Great Northern Railway in the organization, the only representative of rail transportation in the club. Miss Rathke is a member of the board of directors and was the chairman of the 1927 banquet committee.

This affair which was held at the Multnomah Hotel, on November 15, was the seventh annual banquet of the organization and is practically the only social event of the club each year. Around four hundred persons attended and it was a highly successful occasion from every angle. Every member is permitted to bring as many members of the firm with which she is associated as possible, and the Great Northern Railway was one hundred per cent

perfect, and in addition to the Portland office, Messrs Costello, Merritt and Wood were present from Seattle. Twenty-nine Great Northerners in all constituted the largest delegation from any firm.

"The Dependable Railway" was very much in evidence in the advertising and decorating scheme also, as the "captive" balloons at each place, were embellished with a Great Northern goat emblem. There was also an exhibit of a miniature Cascade Tunnel, through which a little electric train was operated.

The object of the club is to aid in promoting and stimulating the business interests of its members' organizations by substantial co-operation as its name would indicate, and all are expected to patronize and recommend the businesses of all other members. Their slogan is "Loyalty and Co-operation." This is an organization of which the "City of Roses" may well be proud.

The essential parts of the air brake, as first applied, were: An air pump driven by a steam engine receiving its supply from the locomotive boiler; a main reservoir on the locomotive into which air was compressed to about 60 or 70 pounds pressure per square inch; a pipe leading from the reservoir to a valve mechanism, convenient to the engineer's hand; brake cylinders for the tender, and for each car; a line of pipe leading from the engineer's brake valve, passing under the tender and all of the cars, with a branch pipe connection to each brake cylinder; and flexible hose connections between each car, provided with couplings, having valves which were opened when the two parts of the couplings were joined, and closed when the couplings were separated, so that the valve on the coupling at the end of the train was always closed and prevented the escape of air at that point. The piston of each brake cylinder was attached to the ordinary hand brake lever, in such a manner that when the piston was thrust outward, by the admission of compressed air, the brakes were then applied.

When the engineer needed to stop his train, he admitted air from the main reservoir on the locomotive into the brake cylinders through the train pipe. The pistons of all the brake cylinders were then simultaneously moved to set all of the brakes with a force depending upon the amount of air admitted through the valve under the control of the engineer.

To release the brakes, the handle of the engineer's valve was moved, so as to cut off communication with the reservoir and then to open a passage from the brake, or train pipe to the atmosphere, permitting the air which had previously been admitted into the pipe and cylinders, to escape to the atmosphere. This system was what is now spoken of as the "plain" or the "straight" air brake.

In the following September of that year, 1869, the apparatus was tested on a train of six cars on the Pennsylvania Railroad, on the eastern slope of the Allegheny Mountains, in the presence of members of the Association of Master Mechanics, representing numerous railways, which association was then in session at Pittsburgh. Special stops were made at the steepest portions of the line, with great success. Other important tests were made in the same year at Chicago and Indianapolis, with the result that orders for the equipment were quickly given by the Michigan Central, Chicago and Northwestern, and Union Pacific in the West; and the Old Colony, and the Boston and Providence Railroad in the East. It soon developed that it took considerable time to apply the brakes with full force, and a longer time to release them, and that in the event of a break-in-two of a train—a frequent occurrence in those days of link and pin draw heads—the rear section would be uncontrolled, and when this occurred upon an ascending gradient, the rear detached section might run back with disastrous results. To overcome this difficulty a new development was necessary, the outcome of which was, what has since been known as the "Automatic Air Brake."

(To be Continued)

GREAT FALLS

GREAT FALLS CHAPTER NO. 4, Great Northern Club, held the first of a series of winter dances at the Elks' Temple, on Saturday evening, November 19. About sixty couples were in attendance, and tripped the light fantastic to the delightful music of Howard Heenan's orchestra. At eleven o'clock, the merry-makers repaired to the spacious banquet hall, where a delicious luncheon was served under the capable management of Dan and Mack, of the club cafeteria. Dancing was then continued until 12, when the departing guests declared the evening had been a most pleasant one. It is hoped to have a much larger turn-out of club members and their friends at the next dance, the date of which has not yet been announced.

Entirely Our Error

WHEN THE STORY ABOUT Superintendent Roy McCandless of the Minot Division, as a little boy, was written it was correct. The item became misplaced and when sought for as the paper was put to press, the galley proof, could not be found. It was rewritten in haste and the wrong division used and we want to make our apologies for the error.

History of the Air Brake

(Continued from Page 15)

Card, offered to put the Steubenville accommodation train at Mr. Westinghouse's disposal so as to make a practical demonstration. The apparatus was then removed from the machine shop, and applied to this train consisting of a locomotive and four cars.

Upon the train's first run, after being thus equipped the engineer, Daniel Tate, on emerging from the tunnel near the union station at Pittsburgh, saw a horse and wagon standing on the track. He immediately applied the air brakes and stopped the train, thus not only preventing what might have been a serious accident, but proving at once the value of the device and starting the air brake upon its career of utility. The fact was apparent that the apparatus would have to be uniform on all cars, for the convenience of making changes from time to time in the composition of equipment.

Next followed the formation of the Westinghouse Air Brake Company, in the early part of the year 1869.

EVERETT

THE MEMBERS OF Great Northern Club No. 10 and their families enjoyed a Christmas party held in the K. C. Hall December 17. Cards were played from 8 until 10, after which refreshments were served. One of the nicest features of the party was the Christmas tree which held stockings filled with candies and nuts for the kiddies. Three hours of dancing was enjoyed, the music being provided by Allen Baker's orchestra. About two hundred attended. The committee in charge of the affair was as follows: Henry Gaul, chairman, I. Anderson, E. P. Hagland, J. Schaum, Burley Knapp, Chas. Meyer, Thomas Geary, Herman Priebe, Jack Liming, John Mitchke, Beatrice Trowsell, Flora MacDonald, Helen Gaul, Edith Purinton and Anna Forrest.

SPORTS

ST. PAUL

Bowling

Railway Twilight League

THE DREAMERS HAVE been on a rampage for the past two weeks, taking three games from the Northern Lights, knocking them out of first place, also taking three games from the strong Harvest Moons. The Dreamers have been without the services of their star anchor man, W. A. Gutz, who at present is working in Superior, however Kittley and Ohlander have been turning in high scores every week keeping their team up around the top.

The Northern Lights who have been leading the league most of the season, have been in a slump, dropping seven out of the last nine games, and are now four games out of first place. The Sunsets, with the addition of Bleckinger, have improved considerable and are winning their share of games. L. J. Kittley is giving his team mate Gutz a real battle for the league leadership in individual averages. Gutz has 195-17 while Kittley has 195-4. The only changes in season's records since last issue of the SEMAPHORE is that Kittley has replaced Whitlock, having 661 for high three game actual total. There are only six men in the league with an average of 180 or better, but several are just outside.

The standing and individual averages, including games of December 12.

	Won	Lost	Pin Ave.
Dreamers	26	16	927-29
Evening Stars	26	16	918-34
Northern Lights	22	20	919-4
Harvest Moons	22	20	896-14
Night Larks	18	24	889-20
Sunsets	12	30	865-38

SEASON'S RECORDS

High single game, (actual), Gutz	267
High single game, (handicap), Whitlock, Post	270
High three games, (actual), Kittley	661
High three games, (handicap), Whitlock ..	722
High team game, Dreamers	1077
High team total, Dreamers	3016

INDIVIDUAL AVERAGES

Gutz	195-17	Beckwith	168-1
Kittley	195-4	Kahl	167-27
Ohlander	183-22	Theisen	167-20
Peterson	182-33	Connolly	165-23
Kirchoff	182-12	Pitzl	165-6
Ekensteen	180-23	Bleckinger	164-16
Powers	179-20	Post	163-23
Skiff	179-14	Kustelski	163-23
Lind	178-7	Hickstein	160-12
Hanson	177-29	Caplan	159-19
Pagel	177-21	Kraiss	159-10
Wedell	176-27	Kackinsky	158-34
Wurst	176-22	Bies	152-17
Spiesterbach ..	175-23	Nelson	150-21
Whitlock	174-9	Hoschette	148-6
McMahon	172-29	Burger	146-20
Kemp	172-26	Sandstrom	145-3
Thompson	168-10		

Ralph G. Ekensteen
Secretary

GREAT FALLS

Great Northern Railway Bowling League December 12th, 1927

Standing of Teams

	Won	Lost	Pct.
Store Men	18	6	750
Shop Men	14	10	583
Superintendent's Office	14	10	583
Shop Office	11	10	524
Supervisors	7	17	292
Store Office	5	16	238

Individual Averages

	Pins	Games	Aver.
McNally	2,132	12	178
C. Anderson	3,729	21	177
Birch	2,003	12	167
Petreni	3,445	21	164
Dorricott	2,793	17	164
Jarnot	3,918	24	163
Young	3,909	24	163
Bolin	2,092	13	161
Scanda	3,358	21	160
Palmer	2,198	14	157
Pauls	2,788	18	155
Murath	3,631	24	151
Murphy	907	6	151
Nelson	900	6	150
Cebulla	3,566	24	149
Macek	2,953	20	148
Schroyer	1,344	9	148
Tinelli	3,081	21	147
J. Mahoney	3,511	24	146
Borsheim	3,468	24	145
Fetters	428	3	143
R. Jewell	2,974	21	142
Teague	2,818	20	141
Kugelard	2,936	21	140
Okrush	608	5	140
C. Jewell	2,898	21	138
F. Skowran	3,272	24	136
Malenke	2,019	15	135
Matz	2,012	15	134
W. Mahoney	3,181	24	133
Heikka	2,707	21	129
W. Skowran	2,556	20	128
Mitchell	381	3	127
Halladay	1,510	15	126
O'Hara	882	7	126
Crawford	1,361	9	124
E. Anderson	2,475	21	118
Wallin	1,914	18	106

Season's Records

High single game, Petreni	237
High three games, Petreni	608
High team game, Shop Men	901
High team total, Superintendent's Office ..	2,517
Six Hundred Club—	
Petreni	608
McNally	602

Lewistown Girl Wins \$100

SOME MONTHS AGO the SEMAPHORE carried a story of a nation-wide essay contest conducted by the American Railway Association among grammar school, high school and college students, on the subject of "Cross Crossings Cautiously."

In the grammar school division, the second prize of one hundred dollars was won on the Great Northern Railway, by Miss Ethel Kizer, of Lewistown, Montana. Other successful states were Pennsylvania, Texas, Iowa, Kansas, Missouri, Michigan, Illinois and Minnesota—the latter a Winona student. Many thousand students in each group participated in the contest, the total prize awards for which were \$1,200.

The Old Time Flavor

THROUGH THE KINDNESS OF J. H. Schott, agent at Breckenridge, Minn., we are able to reproduce a letter of instruction to a former em-

ploye at the time when he was entering upon his career as operator and agent. The man in question is J. F. Jones, now in charge of the station at Hampton, Miss., for the Illinois Central System, where he has been since 1895. The letter of instruction was as follows:

St. Paul, Minneapolis and Manitoba
Railway
Willmar, May 5, 1888.

J. F. Jones,
Benson.

Dear Sir:

Go to Breckenridge on No. 7 today and relieve A. Lee, commencing tomorrow as day operator. Have Lee post you thoroughly on switchboard, especially as to cutting and switching No. 24 and 43 wires. Want no trouble there on this acct. as it is very annoying whenever we ask to have wires switched and oprs. can't do it.

Study the board thoroughly so you get the principle on which it works. Give me a report at 7:30 a. m. each day how Nos. 24 & 43 are on Aberdeen line, and if in trouble where and what it is. Important I should receive this report on time. You will watch wires on Aberdeen line and keep record of all trouble, what time it came in and when cleared.

Try to give us good satisfaction. Pass enclosed.

Yours truly,
Jno. H. Styles,
Actg. Chief Dispatcher.

Mr. Jones writes that he is proud possessor of some Great Northern stock, and has many pleasant memories of his seven years with the organization when Messrs. Hitchcock and Perry were agents at Benson. R. W. Bryan was division superintendent, and Louis Hill, roadmaster. He says he intends as soon as possible to take a vacation back in the old western Minnesota territory and see how many old friends he can find. Come ahead, friend Jones. You'll be mighty welcome!

A Dependable Railway

Superintendent of Dining Cars
J. A. Blair surely likes to have this sort of letter come to him. In this case it refers to Steward Borbeck and crew, who as is customary, were complimented:

The writer has just returned from a trip to Seattle via your lines and we want to compliment you on your very excellent dining car service. Being in the food business, we are naturally inclined to be more discriminating than the usual traveler, and we found the food and service to be excellent. The prices, too, were very modest. We especially want to congratulate you on having a steward and corps of men such as you have selected for your dining car No. 1039, which operated out of Seattle on July first. Such a crew cannot help but build goodwill for your lines.

Yours very truly,
MILTON S. MOORE,
Meinrath Brokerage Co.,
Milwaukee, Wis.

Great Northern Semaphore



Division News

BUTTE DIVISION

Associate Editor
ELZA TWAY
Great Falls, Montana

On the night of November 26, while early night Wire Chief John McKeon, of the Great Falls relay office, was walking home, after

being relieved from duty, he was struck down by an automobile at the intersection of Central Avenue and Third Street, and dragged about twenty feet. He was picked up and rushed to the hospital by Dell Lowry, son of Transportation Inspector A. E. Lowry, who happened to be driving by at the time of the accident. Mr. McKeon, who has been a sufferer from poor health for several



years, was badly cut about the head and face. His lower jaw was broken, and his body severely crushed and bruised. Grave fears were entertained by his friends for his chances of surviving the accident, owing to his feeble condition, but at the date of this writing, December 10, he is reported doing as well as could be expected, and hopes of his ultimate recovery are entertained.

A. B. Ford, general master mechanic, Eastern District, of Superior, Wisconsin, was a visitor in Great Falls November 28 and 29. He was located for several years at Great Falls, and has a large circle of acquaintances among Butte Division men, who were glad to welcome him back home.

Mrs. R. V. Mackenzie, and little daughter, family of Traveling Freight Agent Rob Mackenzie, returned to Great Falls November 12, after a three-months' visit in Los Angeles and other southern California points. Mr. Mackenzie met them at Great Falls, and spent the Thanksgiving holiday here.

Traveling Auditor H. R. "Hank" Cahan, was in Great Falls during the last week of November, doing some special auditing work in connection with the store department. Hank served his time as cashier at Great Falls freight, in the stormy days of the war, and has many friends and acquaintances here to extend to him the glad hand.

The marriage of Miss Sarah Skeel to Herbert Campbell, which was solemnized at Billings on December 1, came as a pleasant surprise to the people of Judith Gap. Mr. Campbell is a popular Great Northern brakeman. His bride is a graduate of the Judith Gap High School, class of 1927. We wish them much happiness in their married life.

Mrs. Leonard Jackson and children, Leonard Jr. and Sarah, family of Leonard Jackson, of the Great Falls freight force, left November 12 for their old home of Ulverton, England, for the benefit of Mrs. Jackson's health. Mr. Jackson accompanied them to New York, and returned to Great Falls December 1. They will spend about a year in England.

Mrs. Hattie Lascelles, wife of Conductor H. L. Lascelles, died at Helena on Saturday, November 12, after a long illness, and was buried in Forest Vale Cemetery, Helena, November 14. Mrs. Lascelles was sixty-four years of age, and had been the beloved wife of Mr. Lascelles for twenty-five years, during twenty of which they lived in Helena. The large attendance at the funeral and the numerous floral tributes, attest the high esteem in which our venerable conductor and his wife were held by friends and fellow workers in Helena, and on the Butte Division.

V. J. Josephson, agent at Brady, has been granted a six-months' leave of absence account of ill health, and is being relieved by Agent C. L. Stenhjem.

Conductor and Mrs. R. K. Holt left for Rochester November 27, where Mrs. Holt will receive medical treatment at the Mayo clinic.

Brakeman and Mrs. H. K. McVey left for Casselton, North Dakota, December 5. Mrs.

McVey was among those laid off on account of reduction in force, and is now returning to North Dakota, where he will work as a cream buyer, until business picks up again on the railroad.

James P. Smith, one of the most widely known business men of Great Falls, and an old-time Great Northern man, died at the Columbus hospital in Great Falls on November 15, from an attack of heart trouble. He came to Montana in the early days of the Great Northern, and was freight agent at Great Falls for several years. After leaving the Great Northern service, he became a partner in the firm of Nilson and Smith, general contractors, in which business he was very successful. He was 54 years old, and leaves a widow and five children, two sisters, and two brothers, as well as a large circle of friends, to mourn his untimely death.

Conductor T. F. Richardson left December 1 for Rochester. Mr. Richardson plans to be thoroughly examined by the clinic while on his ten-days' leave.

C. L. Taylor is being relieved as agent at Monarch for a few days this month by J. V. Maki, account of sickness.

Claude M. Leach, assistant chief clerk in the superintendent's office, was confined to his bed for a week early in December, by a severe attack of lumbago.

Conductor George Ryel left December 5 for Los Angeles, where he will spend the winter. Mr. Ryel works on the Butte division during the rush period, and then goes to California and gets employment as an extra in the movies. George says he will be glad to show any of his Montana acquaintances around, should they happen to visit Los Angeles.



Dominick Federico

Dominick Federico, section foreman at Brady, is one of our most popular Italian-American Butte Division men. Dominick has been section foreman at various points on the Butte Division for the past thirteen years. He recently obtained his final citizenship papers, and is now a fully naturalized citizen of the old U. S. A. A few days after he received his final papers, he celebrated the event by giving a big party to a number of his friends. He has a wife and three children in Italy, and expects to return there and bring them to America in March. He will make his future home with the G. N. at Brady, and we wish him and his family a pleasant reunion and much happiness in their adopted country.

J. C. Boettcher, agent at Bynum, left for Rochester on November 17, to undergo an operation at the Mayo brothers' clinic.

G. O. Galloway, agent at Fort Benton, is taking a leave of absence of a week or ten days in order to accompany his wife back to Fort Benton. She has been sojourning in Southern California for the benefit of her health.

Conductor J. F. Sells expects to leave for the coast in a few days. Mr. Sells was injured last June while in charge of the ditcher and has just been released from the doctor's care. He plans to stay on the coast until the first of February, hoping to recuperate sufficiently by that time to resume his former duties.



Zilpha Enyart

A wedding of more than ordinary interest to Butte division employees, was that of Zilpha Enyart, well-known clerk in the Great Falls freight office, and Joseph B. Tinney, of Great Falls. The ceremony was performed by the Rev. Culbertson, of the M. E. Church, at Choteau, on October 30. They were attended by Mr. and Mrs. Ralph Schell, of Cascade. Since the announcement of the marriage was made on December 1, the happy couple have been showered with the congratulations and good wishes of a host of friends. They will reside at Great Falls.

Extra Agent L. D. Cowie is relieving Agent Guy M. Campbell at Geyser for a few days, account of sickness.

G. A. Wendorff, ticket agent at Butte, left for New Ulm, Minnesota, on December 2, having been called home by the serious illness of his father.

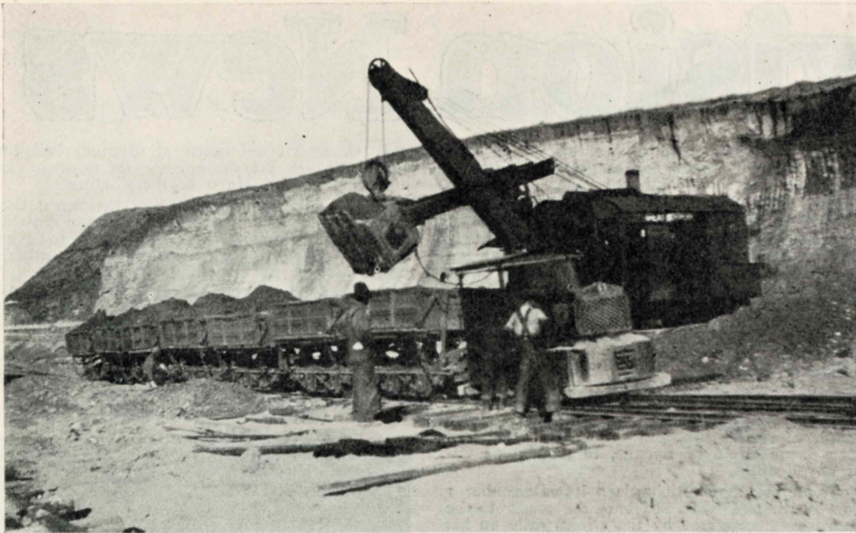
Conductor C. E. Lines left December 15, for Seattle, to spend the holidays with his family.

Assistant General Freight and Passenger Agent J. F. Pewters was in Great Falls December 7 and 8, calling on patrons, and shaking hands around the local offices.

P. P. Belitz, traveling freight agent of the New York Central lines, with headquarters at Seattle, was a caller at the local Great Northern offices in Great Falls on December 8.

Mrs. Mary Healey, 82, mother of city Yard Clerk James Healey, died on November 29, at the family residence in Great Falls. She had been confined to her bed for several months, and her death, though not unexpected, came as a shock of sadness to a host of friends. Many beautiful floral tributes from railroad circles and family friends, bore mute testimony of the high esteem in which she was held by all who knew her.

Extra Agent Jos. H. Notch, a new-comer to this division, is relieving Agent W. L. Epperson at Sand Coulee, for one month. Mr. Epperson is taking a month's vacation.



Channel Change at Ledger

On the Great Fall-Shelby line, between the stations of Burke, Ledger, and Fowler, the Dry Fork of the Marias river meanders along the Great Northern tracks for several miles, passing repeatedly from one side of the track to the other, and making necessary a great deal of bridge work. When the time came for the replacement of these timber structures with steel bridges, in line with the general Great Northern policy of permanent improvement, it was decided that a change of the channel of the Dry Fork to one side of the track would be better and cheaper than the replacement with steel bridges.

Between bridges 310 and 311, one-half mile east of Ledger, the stream was diverted into a new channel 700 feet long, requiring the moving of 20,000 cubic yards of earth. This change eliminated 367 lineal feet of main track timber bridges, at an approximate cost of \$12,500. The estimated cost of replacement by steel structures is \$40,000.

Between bridges 312 and 313, a new channel 900 feet long was constructed. This required the removal of 40,000 cubic yards of earth, and eliminated two main track and one side track timber bridges, a total of 376 lineal feet, at an approximate cost of \$22,000. The cost of replacing these bridges with steel structures was estimated at \$28,000.

Two miles west of Ledger, from bridge 316 to bridge 317, a new channel 1,800 feet in length is being dug. This ditch will require the moving of 50,000 cubic yards of excavation, and will be the means of eliminating 485 lineal feet of main track timber bridges, at an approximate cost of \$28,000. If these bridges had been replaced with steel, the cost of replacement, as estimated, would have been \$50,000.



Steam Shovel Crew at Ledger

On shovel, left to right, Chas. Sheire, fireman; Ray Cowan, pitman; Mike Zintak, engineer. On ground, left to right, Perry Ayers, machinist, Frank Payne, dinky skinner; Magnus Kildahl, laborer; Nick Burke, laborer; C. Zimmerman, dinky skinner.

M. M. Koenigs, chief clerk, superintendent's office, returned to the office December 1, having recovered from a bad cold.

George Brandt, formerly call-boy at the roundhouse, has recently been assigned to the position as office and messenger boy in the superintendent's office, taking the place of Charles Hajek, who resigned in order to follow the musical profession in California.

Geo. McFarland, our amiable "Scotch" boarding car inspector, and Mrs. McFarland, spent Thanksgiving at Fairfield.

Mrs. Joseph Hirshfelt and daughter Lorraine, of St. Cloud, Minnesota, have been visiting for the past week with the M. M. Koenigs family. They were accompanied back home by Mrs. Hirshfelt's mother, Mrs. Wm. Fester, who is the widow of the late Car Foreman William Fester of Melrose, Minn.

Lewis Scrivens, call boy, has just returned from Seattle. Louie says that never again will he venture from home without a guardian. He had to send a fast message home for more funds, as some "taking individual," not wishing to see Louie turned loose in a big town with so much money abstracted his pocket book from his trousers, while their owner was peacefully sleeping.

Brakeman and Mrs. P. H. Madison, and their little daughter, left December 15, on a little pleasure trip to Salt Lake City.

On November 19, D. & S. Conductor George Steigler, running between Great Falls and Butte on trains 237 and 238, was struck and fatally injured by the engine on train No. 43, as he stepped from the dining car on No. 238, which had just arrived at the passenger station at Great Falls, from Butte. Mr. Steigler suffered a fracture at the base of the skull, from which

he died three hours later. He was 38 years old, and came to Great Falls in 1918, after his discharge from the army, in which he served with U. S. Hospital Corps in France. An unusually sad circumstance of Mr. Steigler's tragic death is the fact that only six weeks before, he was married to Miss Myrtle Robin-

son, of Great Falls, and had just got settled in a pleasant home life. His parents, Mr. and Mrs. F. Steigler, reside in Portland, Ore. The sympathy of the entire community went out to the widow and parents in their sudden and sad bereavement.



Louie Taconette and the Elk

Section Foreman Louie Taconette, of Wolf Creek, has an enviable reputation as a mighty huntsman. To those best acquainted with his prowess in the field, he is sometimes known as "Death on the Trail." One bleak November afternoon Louie sallied forth, in quest of his regular legal allowance of elk meat. At the entrance to a deep canyon, leading back from the Prickley Pear into the rough upper country, a small sign was nailed to a tree, but Louie's eagle eyes were already searching the far-away hill-sides, and the innocent little sign escaped his notice. Suddenly, as he stealthily pursued his silent way along the slope, a big bull elk, with wide spreading antlers, broke out of the brushy creek bed, and started for the hunter at a fast lope. There was but a brief moment for action, and Louie, being a firm believer in the truthful old adage, "Discretion is the better part of valor," and in the fundamental principles of his thorough education in "Safety first," seized the instant of time by the forelock, and sprang nimbly upon the limb of a near-by tree, dropping his trusty Winchester, as he scrambled up. The elk was evidently surprised at the peculiar antics of the huntsman. He danced and pranced about the tree, all the while casting entreating looks upward at the unhappy hunter, apparently in a futile effort to entice him from the tree. Louie looked longingly down at his trusty rifle, cursing his unlucky stars because it had slipped from his grasp. The cold November wind began to creep in through Louie's mackinaw, and lining up the goose bumps in military formation along his spine. The elk appeared to be greatly disappointed at the failure of his efforts to coax the huntsman from his perch. The shades of evening were falling fast, and the situation grew disquieting as Louie weighed in his mind the prospective alternatives of spending the night in the breezy tree-top, or springing out upon the big fellow and engaging him in mortal combat. At this critical juncture a small boy emerged from the bushes, spoke a few harsh words of censure to the elk, saying something about the rascal always looking for a lump of sugar and following off every stranger that came along, and placing a small rope about the shaggy neck, led the big beast off down the ravine, out of sight. As Louie emerged from the canyon homeward bound, he spied the little sign which he had previously overlooked, and read:

NOTICE
Don't Shoot The
First Elk You See.
He's Tame.

Louie's exclamation, was a sort of a cross between a snort and a whistle, combined relief and disgust: "Well I'm a cock-eyed son of a gun!"

On the night of December 3, while walking to his home in West Great Falls after coming in from his run, Fireman William Bruce was struck and killed by an automobile thought to have been driven by two young men, who proceeded upon their way after the accident, leaving the body of Mr. Bruce lying by the roadside. He was found and picked up later in the night by passing motorists, but death

Great Northern Semaphore

from a fractured skull had evidently been instantaneous. He had been in the employ of the Great Northern for 18 years, and is survived by his wife and two children, Mary Elizabeth and John, and two sisters and a brother who live in Scotland. He was buried in Highland cemetery at Great Falls, funeral services being conducted by the Masonic Order, of which he was a member.

Many Great Northern men on the Butte Division will remember W. F. Van Norte, who served as assistant cashier at the Great Falls freight office, for a time, along about 1918, and was afterward agent and operator at various points on the Division. Mr. Van Norte is at present general agent of the Midland Valley Railroad, and the Kansas, Oklahoma and Gulf Railway, at Wichita, Kansas. He was recently elected president of the Wichita Traffic Club, at which time the daily papers of Wichita carried an excellent likeness of Mr. Van Norte, and commented very favorably on his ability as a leader in the field of traffic affairs, all of which was good news to his many friends and former associates here.

Kolin

John Klinge and crew, of the B. & B. department, made some minor repairs on the Kolin stock yards recently, putting the stock chute in order for handling December stock shipments.

A number of Kolin young people enjoyed a sleigh ride party to a dance at Rossfork on armistice night. The following were in the party: Charles Sells, Catherine Taylor, William Taylor, Virginia Sells, Frank Simacek, Barbara Nedved, Thomas Rau, Anne George, Hugh George, Agnes Nedved, James Nedved and Pauline Nedved. While at Rossfork they also visited with Veteran Agent H. Wilkins.

A. White, traveling elevator inspector, visited the Kolin station on November 16. While here he made a general inspection of the various grain elevators.

On Thanksgiving Eve Mrs. Sells, wife of Agent Chas. Sells, entertained some of the neighbors with a nice turkey dinner. Those present were the Sells family, Robert Lang, Rose Lang, Robert Lang Jr., Harold Lang and Maxine Lang. Conductor Joe Sells was also present.

James Nedved, formerly sectionman at Rossfork, was transferred to Kolin the first of November. Owing to a reduction on the section at Kolin, he has been again transferred to the Hobson section, where he expects to be employed during the winter.

Great Falls Store

"Spider Fritz" Kleinhaus came off victorious in his six-round bout November 4. Fritz did most of the leading, and coupled with his clever, well-timed hits, he naturally won the decision.

Fred Pickle, head material clerk, drew the lucky number on our Thanksgiving turkey raffle. The turkey was supplied by Adolph Mehlhoff, our counter man. Fred's ten pound turkey cost him just two and one-half cents a pound, so he had plenty of cash left over to buy the fixings. Fred says, that this was the first time in five years that he received something for almost nothing. We might add that this is considerably above our average.

Arthur McMahon, son of Agent D. McMahon, who has been attending school at Carnegie Tech and Westinghouse Elec. Co., Pittsburgh, for two years, has returned home on account of illness. He will leave in a few days for Los Angeles.

K. O. Kessler is acting ticket agent during the absence of G. A. Wendorf.

Evelyn Cunningham, expense clerk, Butte freight office, spent two weeks' vacation in Lewistown.

General Yardmaster W. J. Houlihan, and wife, are spending their vacation in California.

Butte

Ed Price, the singing switchman, left for California in "Ye said Cadillac," to wear off the effects of the favorable comment in last month's SEMAPHORE.

It is rumored that Wm. Kemmer, blacksmith at the roundhouse, received a set of golf clubs for Christmas. We understand Ross Opie has recommended this game for Bill's daily dozen.

Fred Haisman, car foreman, nearly lost his house, garage and car, in a stubborn fire a short time ago.

Chester Haistil is in the Deaconess Hospital, recovering from a serious attack of appendicitis.

H. F. Stoff, retired locomotive foreman, is reported as keeping up his reputation as a fisherman, over about Clancy.

President Ralph Budd and wife, Treasurer F. L. Paetzold and wife, and General Superintendent W. R. Smith, were Butte visitors December 5. President Budd spoke on con-

solidation, at a luncheon at the Silver Bow Club. The mayor, members of the city council, and members of the chamber of commerce were present. The ladies enjoyed an auto trip around the city, and sight seeing about the surface working of a few mines.

CASCADE DIVISION

Associate Editor
D. O'HEARN
Seattle, Wash.

Bellingham, Washington

H. McNeil, section foreman at Abbotsford, B. C., has returned to work, after undergoing an operation which caused an enforced absence of thirty days.

His two sons were also compelled to receive treatment in the hospital at Vancouver, B. C.

We are glad to state that the little son of Section Foreman T. Sato of Colebrook, who has been on the sick list for several months, is recovering.

Russell Roberts, son of Jim Roberts, section foreman at Bellingham, has been absent from school for the past two weeks on account of illness. He is now recovering nicely.

Mrs. Coulton, wife of James Coulton, agent, South Bellingham, who has been seriously ill at St. Joseph's Hospital for several weeks, has now recovered sufficiently to leave the hospital and return to her home.

O. E. Stevenson, agent at Blaine, Wash., was unable to attend the last dance given by the Great Northern Club at Vancouver, B. C., on account of the dedication of the new city hall which took place on the same date, and in which he participated. Mr. and Mrs. Stevenson and their two daughters have been regular attendants at the Great Northern dances.

Mrs. Kamiski, wife of Mike Kamiski, line-man, and their small son have returned from an extended trip through the eastern states. She reports a very enjoyable trip during which she renewed many old acquaintances.

W. J. Moore, switchman, occupied a position on the day switch crew during the holidays.

The season for handling sugar beets closed on December 7. The weather not being favorable for handling beets, it was necessary to close the sugar plant down for a few days, the farmers being unable to get their product to the loading points. Seven hundred and ninety-two carloads of beets were shipped to the plant during the season.

Mr. and Mrs. S. E. Allen of Burlington, visited Mr. and Mrs. R. Hughes at Bellingham recently. While there they accompanied Mr. and Mrs. Hughes to the Moose dance and had a very enjoyable time.

Mr. and Mrs. O. E. Stevenson, of Blaine, spent Wednesday, December 7, visiting in Bellingham.

Mrs. H. F. Landeck, wife of Harry Landeck, agent at Bellingham, recently attended a bridge party in Blaine.

W. H. Egan, section laborer at Vancouver, B. C., has moved into the new residence which he built on his acreage two and one-half miles south of Vancouver.

Miss Carter, daughter of Section Foreman Carter of Cloverdale, B. C., is visiting relatives and friends in Calgary, Alta. Her father was formerly located at Calgary, where he was employed as roadmaster for the Canadian Pacific Railway. Mr. Carter has started his son, who was recently graduated from high school, on a chicken ranch at Cloverdale.

Mr. and Mrs. Dick Stanford of Seattle, were recent visitors at the home of his aunt and uncle, Mr. and Mrs. R. Hughes. We offer our condolences to Mr. and Mrs. Stanford whose infant son passed away not long ago.

L. L. Otis and C. J. Peterson, of Everett, are working with the switch crews at Bellingham, filling temporary vacancies.

Fred Tisher, switchman, has been absent from his duties for several days on account of an injury to his hand.

Nathan Wilson, who has been working in the roundhouse at Interbay for several months, recently visited in Bellingham where he was formerly located, for a few days.

Peter Trotto, section laborer at Bellingham, has traded his farm, on the Telegraph Road near Bellingham, for some city property and is now residing in town.



Vancouver, B. C.

Wilfred Borgstrom, machinist apprentice of Spokane, accompanied by his wife, were local visitors for several days the latter part of November.

Mrs. A. B. Reesor, wife of agent, Cascade Tunnel, visited here for several days in November.

W. R. Burton, cashier, was away sick for several days the early part of November. We are all glad to see Bill back with us again.

George W. McRae, special agent, was away sick for several days in December. He was soon on the job again, however.

Our old friend, J. R. Robertson, of Chikwaukum, Wash., formerly towerman at Burrard Inlet, has slipped one over on us, as it is indicated his marriage to Miss Lillian Johnston, of this city, will take place in the near future. We shall be ready to offer our congratulations and best wishes for many years of happiness, at the proper time.

N. C. Swan, foreman of the welding gang, Scenic, accompanied by his wife, were visitors here for several days in November.

Foreman George Erickson and wife are receiving congratulations on the arrival of a nine-and-a-half-pound baby boy November 17. According to reports the boy is a "dandy," and has been named George Robert.

Miss Dora Critchley, stenographer in the city ticket office, spent the month of November vacationing in different Northwest cities. She was relieved during her absence by Dora Dixie.

W. R. Bell, roundhouse foreman, is quite proud of the new, electrically driven air compressor recently installed in the roundhouse, which is quite an improvement over the old one.

Everett

Brakeman C. A. Downey and wife took a trip to Los Angeles, for the holidays.

During his illness Conductor Edmunds was relieved by Conductor Thomas Ryan on Nos. 1 and 2.

Conductor P. M. Rowe having said good-bye to freight trains, is handling Nos. 3 and 4, between Seattle and Wenatchee.

Mrs. C. H. Gephart, who went to San Diego some time ago on account of poor health, is reported to be much improved.

Construction work on six new stalls in the Delta roundhouse is under way. Foreman Charles Simms is in charge.

Conductor S. J. Pierce and family visited over the holidays at Roseburg, Oregon.

Switchman C. F. Bowen and wife were Portland visitors over Thanksgiving.

Mr. and Mrs. A. E. Clifford and daughter were Seattle visitors early in December.

Operator Alf Moe is again on third trick at Delta, after a month of relief work as dispatcher.

Switchman G. J. Clay and wife spent Christmas in Bellingham.

In the recent city election, N. D. Martin, formerly district storekeeper for the Great Northern, was re-elected commissioner of finance. His large vote also elects him as mayor for the next four years.

DAKOTA DIVISION

Associate Editor
J. W. TUTTLE
Grand Forks, N. D.

T. E. Carey, operator, relay office, Grand Forks, was called to Slayton, Minn., recently on account of the serious illness of his brother.

Conductor J. A. Vale will retire from service January 5, at which time he will become eligible for pension on account of reaching the age limit. Mr. Vale has been in service for nearly thirty-nine years, having been in train service since 1901, and in station service previous to that. He intends to go to Berkeley, Cal., to reside.

M. A. Kraker and Frank Peschel of the superintendent's office, spent Christmas at Wahpeton; Manette Gravell enjoyed the holidays at Minneapolis; J. P. Person went to Montevideo, and Olive Belle Heligas to Crookston for the holiday period.





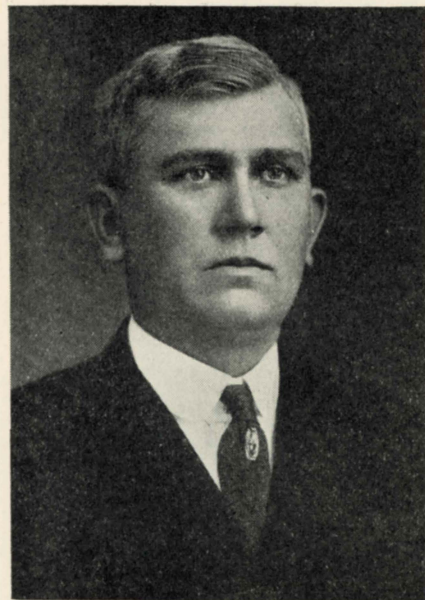
The above photo shows the lawn and flower beds at the freight depot in Grand Forks. Agent Bolton and his force are to be complimented for the work they have done in beautifying the station grounds at this point.

Minnie Fisher, assistant material clerk, superintendent's office, has taken a leave of absence, and intends to visit at St. Paul and Chicago, and at the home of her father in Hancock, Mich.

The improvements to the freight depot at Fargo are now nearing completion, and Agent McCarthy and his force have moved into their new quarters on the second floor.

The stock raising industry on the Dakota Division is growing rapidly, according to the following figures: For the period, December 1, 1925, to November 30, 1926, 5,004 cars were loaded on the division. For the period, December 1, 1926, to November 30, 1927, 5,861 cars were loaded, or an increase of 861 cars over the preceding period. During October and November, 1926, 1,566 cars were shipped, while during the same months this year, 2,051 cars were loaded, and from present indications, the year of 1928 will still show a large increase in the number of cars of stock shipped.

Halstad, Minn., is becoming one of the heaviest potato shipping points in the Northwest. Up to December 10, approximately 450 cars have been shipped, and about 100 cars remain on hand in warehouses, to be shipped later.



John A. Spears

It is with deep regret that we report the death of Veteran Conductor John A. Spears, which occurred at Grafton, December 1, after a lingering illness of several months. Conductor Spears was born at Goodfield, Tenn. Entering the employ of the Great Northern on September 9, 1893, he attained a continuous service record of over 34 years. Burial was made at Barnesville, Minn. Surviving him is his daughter, Mrs. August Geston, of Grafton,

N. D., to whom the SEMAPHORE joins with her many friends in extending sympathy.

Recently a young lady made application for a position as stenographer in the superintendent's office, stating that she understood that one of the present stenographers intended to change her occupation. We have been unable to ascertain to whom she had reference but from all indications, there is a certain party who has a very strong desire to take up her residence at Grafton, N. D. We may possibly have some definite information for the next issue.

The associate editor wishes to take this opportunity of thanking those who have so kindly sent in news items in the past year. The employees on the Dakota Division seem to take a keen interest in the SEMAPHORE.

Devils Lake

The following employes have returned from the Twin Cities where they enjoyed their vacations: Painter J. P. Young, wife and daughter, Lorraine; Thomas Holstien, carman; Owen Devany, carman helper; Carman Clarence Iverson and wife; Blase and Stanley Zontek, carmen; Emil Farstad, car inspector; Carman Glen Clark and wife; John Walior, car repairer; Joe Litzinger, carman; Andrew Nestgard, carman, and Jacob Seeley, carman.

Mont Clark, carman, has returned from Casselton, where he spent the holidays with friends. Carman Robert Hooker and wife have gone to Superior, Wisconsin, to visit with relatives. Mrs. Hooker will make a more extended visit while he plans to return in about two weeks.

Machinist Arthur Walker and wife, who spent Christmas with relatives at Minot, N. D., have returned.

Thomas Downey, veteran blacksmith, who was off duty for about ten days on account of sickness, has returned to work and we are all glad to have Tom back, and to see that he is his jolly old self again. Mrs. Downey was also confined to her home for a couple of weeks on account of illness but we are glad to report that she is also greatly improved.

Mr. and Mrs. George Lahey, accompanied by their son, Maurice, spent their Christmas vacation visiting with friends at Mankato and Northfield, Minn.

Mr. and Mrs. Elling Benson and children have gone to Tacoma, Wash., for a two-weeks' visit with relatives.

The St. Joseph Catholic Church of this city was the scene of a pretty wedding on November 23, when Christiana Sattler, daughter of Went Sattler, boilermaker, became the bride of Rufus Kellar, both of this city. After the ceremony, a wedding breakfast was served at the home of the bride's parents, and at six o'clock in the evening, the wedding dinner was served. After a short wedding trip the young couple will be at home to their friends in Devils Lake, where Mr. Kellar is employed by the Fairmont Creamery.

Carman Alfred Morken and wife spent their holidays with relatives at Pekin, N. D.

Fred Kraywinkle, blacksmith, has returned from a two-weeks' vacation trip to the coast. Mrs. Kraywinkle will remain in Spokane to make a more extended visit with relatives.

Henry Bergman, carman, has returned from Milwaukee, Wis., where he spent two weeks visiting with relatives. En route home he spent a few days in the Twin Cities.

Mrs. Axel Bloom, wife of Carman Bloom, has gone to Spokane, Wash., to make an extended visit with relatives.

Leonard Anderson, son of Andrew Anderson, labor foreman, who is attending school in Chicago, spent the holidays with his parents.

M. F. Moylan, carman, who has been off duty the past few months on account of sickness, has gone to Rochester, Minn., to go through the Mayo Clinic.

Mr. and Mrs. Jacob Ell and Mr. and Mrs. O. A. Welder, who spent New Year's day with friends at Great Falls, have returned to their homes.

Leo Foltz and Clement Lingor, both of the car department, spent their vacation with friends at Minot, N. D.

Wm. Nieman, air brakeman, with his wife and children have returned to the city after spending their Christmas vacation at Minot, N. D.

Peter Tuscherer, carman, and wife have gone to Chicago to visit with relatives. En route home they will also visit with friends in Milwaukee. They plan on being gone about three weeks.

L. K. Docken, machinist, and his mother-in-law, Mrs. Lena Nestgard, have gone to Seattle, Wash., where Mrs. Nestgard will receive medical attention.

Mrs. Harris, wife of Machinist John V. Harris, and two sons, Delmar and Jack, have returned from Kenaston, N. D., where they spent the two weeks with Mrs. Harris' sister.

Carman Pat Grant, and wife have gone to Ravinia, S. D., to make an extended visit with relatives.

Philip Stopplar and Frank Yager of the car department, took advantage of their Christmas vacation to look over the west coast, putting in most of their time at Portland, Ore. They say, however, that they like North Dakota best of all.

HEADQUARTERS

Associate Editor
CHAS. T. FOX
St. Paul, Minn.

A. J. Aicher, general agent at San Francisco, died November 30 after a short illness. He was succeeded by C. A. Gerken, formerly traveling freight agent of this company at Portland.

After spending some time at the new Veterans' Hospital, Art Wittbecker, of the freight traffic office, is back on the job. His trip to the scales made him feel good.

W. R. Mills, general advertising agent, is again at his desk after an extended illness. "Bob" looks fine.

Robert Morrison, the "Simon Legree" of the tariff department, recently purchased eleven boxes of prunes. Boy, page Messrs. Volstead and Quale.

Bob Cronon, secretary to Mr. Parker, resigned effective December 16, to take a position with the New York Central Railroad. Bob, who has been showing a lot of speed of late, evidently felt a connection with the "Twentieth Century" appropriate.

Anyone interested in the new Cascade Tunnel can call at Elmer Benike's home and inspect his model of it, made through the high drifts from the street to Ben's garage, after the big blizzard.

Trusting persons have accepted the stories of the returned Gopher football fans after the Ann Arbor fracas to the effect that their hoarseness was caused by intensive cheering, and their red noses by the chill breezes which swept the vast arena.

We regret to announce the death of Mrs. Selma Peterson, mother of Edwin Peterson, recheck clerk, interline department, and also the death of M. J. O'Heron, father of F. R. O'Heron, check clerk, local force. The employees of the office of the auditor freight receipts extend their sympathy.

L. W. Hill, Jr., is working in the office of the auditor of freight receipts, acquiring a working knowledge of the duties of a rate clerk.

Marion Tschida, comptometer operator, has announced by means of a large diamond sparkler on her left hand, her engagement to Wm. May.

Three clerks of the auditor freight receipts office are laid up, owing to regrettable accidents. Regina Strunk, comptometer operator, is at the Midway Hospital with her leg broken in two places, the result of a fall in front of her home, while on her way to work one morning early in December. Joe Schwartz, clerk, local force, is confined to his home with a broken wrist. Adah Akeley, interline force, is at St. John's Hospital, recovering from an automobile accident.

Great Northern Semaphore

Dale St. Shop Accountant

"Barney" Oldfield, of the general office, is spending several weeks in the shop accountants office, doing special A. F. E. work.

We understand that Helen Hault of the store department nursed a bruised knee for several days, as the result of a fall from a ladder, but she is all right now.

Florence Schroeder, of the shop accountant's office, has recently returned from a vacation trip, seeing New York. Florence says that she didn't miss a thing except that there were no new Fords there at the time.

There seems to be some musical talent at the store house; Lelander (Red) Devaney has given us several solos on a banjo-uke.

We hear that Joe Scheinbloom, the checker wizard of the store department, will challenge anyone in the shop accountant's office to a game.

Charles Gehrman, of the shop accountant's office, was confined to his home for a few days with a severe cold.

We hear that Frank Fischbeck of the store department is now on a diet. You know he only weighs 225 pounds.

Understand Jack Stickney of the store department has not been going over to Minneapolis for nothing; we hear that Jack has given her a "sparkler." Presume the event is not far off now.

We notice that Cap Ruescher, of the shop accountant's office, is walking sort of lame these days. If he does not recuperate soon the bunch is planning on buying him a crutch to get around with.

We understand that George (Dewey) Gilbertson of the superintendent's office was on the verge of raising a moustache; but we are under the impression that when he saw Charley Gehrman's, he changed his mind.

KALISPELL DIVISION

Associate Editor
J. A. MINCKLER
Whitefish, Mont.

Last month while we were broadcasting the important events from the Kalispell Division station there must have been an unusually large amount of interference at St. Paul. By the way the column appeared they evidently tuned in on two stations. We take it that the interfering station was Milwaukee.

Engineer W. E. Forcum, and family, recently enjoyed a visit from his brother, H. A. Forcum, of Ponia, Colo.

Earl Hunt, who suffered a severe hurt at Red Eagle, has recovered sufficiently to be out of the hospital, and expects to be back in the harness quite soon.

Engineer W. J. Adams has had the privilege of enjoying a visit from his mother.

Fireman Joe Wright has taken the helper job at Walton, displacing Fireman Ackrell.

Yardmaster and Mrs. O. H. Shepherd are now sojourning among the lilies of southern California, Bert Pond running the third shift yard job.

A baby girl named Patricia Ann, has arrived to help cheer the home of Engineer and Mrs. S. C. Deputy.

Mrs. George Riggas, wife of our efficient yard foreman, had the misfortune to break a leg in an accident which occurred at her home. We are glad to announce that she is recovering nicely.

Grace Shaffer, of the superintendent's office, had no more than returned from a vacation spent in Michigan, than she trekked off to some place in Canada for a week or so. Grace has a sister who went to Canada and stayed there. Perhaps—oh well, we shall see what we shall see.

Dan Buhring, of the store department, and Mrs. Buhring, spent their two-weeks' vacation visiting friends at Oshkosh, Wis.

Mr. and Mrs. C. M. Lamberson are spending their vacation at St. Louis, Mo.

Operator Orvis, of Summit, is taking a 30-day vacation, C. J. McCarthy filling in.

Assistant Superintendent of Transportation J. B. Smith was in Whitefish between trains the other day. Mr. Smith at one time was chief dispatcher, and also trainmaster here, and has many personal friends among the people of this division.

Sympathy is extended to Agent H. J. Beaulier of Fortine, on the death of his father, which occurred at Yakima, Wash.

Fireman R. J. Brown is in the hospital at Kalispell recovering from a major operation.

Conductor and Mrs. J. C. Bailey have gone to Rochester, Minn., to consult the doctors about Mrs. Bailey's health. A host of friends of that popular lady sincerely trust that we shall soon hear the good news of the assurance of a complete recovery.

Bill Adams, engineer on the west local, has had a good many experiences since he arrived in this vale of tears. The latest one was actually seeing a snake emerge from a snow bank, shortly after the dozer had passed near Olney. Lester Bernard, who was skipper on that self same train, was looking for snakes, but declares that he didn't see anything that even looked like one. The fireman also demurs. The brakemen all testify that they didn't see any snakes. In the whole record of the case, however, they have been unable to dig up a single witness who will state positively and of his own knowledge, that Bill did NOT see a snake in that snow pile. Bill recently passed the usual visual examination with flying colors, and we all know that the Kalispell division is as dry as the Sahara. The objection to Bill's statement has, therefore, been overruled and until the doubters can produce better evidence to the contrary, we must admit that Bill saw the snake.

Andrew Henderson, better known as "Scotty," has left for a visit to his old home in Bonnie Scotland. We shall surely miss "Scotty" and his pipes, while he is away.

John Ogg, who has been dispatching trains at Minot, has returned, and reported for duty as operator at Columbia Falls. His many friends are glad to welcome him back home.

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

Annual passes for 1928 have now been distributed. On the Mesabi Division we have 248 employees to whom system annuals have been given, on account of their attainment of 20 years or more of continuous service.

Of this number 125 are engineers, 65 conductors, 15 section foremen, 15 agents, 6 operators, 7 other station employees, 3 carpenter foremen, 3 brakemen, 2 towermen, 2 division office employees, 2 carpenters, 2 section laborers, and 1 signal maintainer. Two engineers, namely F. B. Rainsford and F. L. Benedict, head the list, each having forty years of continuous service to his credit.

Engineer and Mrs. H. G. Johnson were recently called to Milwaukee by the death of Mr. Johnson's father.

We recently enjoyed a visit made us by C. Hara, division roadmaster at Willmar, who spent a part of his vacation at Superior. A few days later F. C. Beese, master carpenter, also called at the office and visited with old friends. Both of these gentlemen were formerly located at Superior, and usually spend a portion of their vacations here.

Tollef Dahl, section foreman at Dedham, spent December 11 and 12 visiting relatives at Superior, and incidentally doing some holiday shopping.

A wedding of especial interest to the office forces at Superior took place on November 26, when Miss Eleanor McNeil and Lee Wagnild promised to love, honor and obey. They are both employed in the office of the freight agent, and therefore passed around to the male forces, two cigars instead of one, and doubled the usual candy treat. Mrs. Wagnild is the daughter of George McNeil, formerly yardmaster at Sandstone. After the wedding ceremony the "newlyweds" motored to Oliver, Wisconsin, where they spent their honeymoon, the trip being made in Lester Otter's "Harley Davidson," a side car having been added to the machine for that purpose.

J. G. Ryan, agent at Bemidji, since August, 1919, has been appointed agent at St. Cloud. During his stay in Bemidji Mr. Ryan made numerous friends, both for himself and the Great Northern Railway, gaining the confidence of the city's progressive business men, as a whole. On December 3 a banquet was given for him at the new Bemidji Hotel which was attended by Mayor Thomas Smart and a large number of influential citizens. Six courses were served before the cigars were passed around, after which an interesting talk was

120 Miles on 2 Gals. of Gas.

Starts Coldest Motor Instantly. For all cars, INCLUDING NEW FORD. One Free to Exclusive Agents. Liberal drawing account and travelling expense guaranteed to Distributors. CURTAN-QUICKSTART CO., Dept. 1003-A, 154 E. Erie St., Chicago, Ill.

given by Mayor Smart, who was followed by a number of other speakers. Several of our Fosston Line station agents were in attendance, including W. O. Gordon, Shevlin; F. L. Pelzel, Fosston; E. McFarland, Wilton, and M. R. Monagle, Lengby. R. E. Stephenson, relief agent, as well as the entire station force at Bemidji, also partook of the good eats. Operator Harold Brager, of Fosston, got off to a late start, on account of telegraphic duties which detained him, and his auto unfortunately failed to negotiate the heavy snow drifts en route, forcing him to walk several miles into town, and when he arrived the banqueters had all sought their night's repose.

C. D. McKenzie, of the local engineering office, has returned from the Willmar Division, where he spent about a month assisting H. Crist, assistant engineer, in a survey for proposed grade revision work.

William Johnson, general chairman of the O. R. C., spent several days at Superior in the latter part of December, in the interest of the O. R. C.

C. W. Browne, brakeman, who sustained injuries several months ago called at the office recently. We were glad to see him getting along so well in the use of his artificial limb.

Ed Basterash, conductor, is wearing a happy smile these days, the cause of which is a fine son who was born on December 6. Congratulations!

T. R. Scott, general yardmaster, Allouez, is spending his vacation visiting at Chicago and Milwaukee, and upon his return will visit his mother at St. Paul.

Chief Dispatcher Clarke and Mrs. Clarke, of Kelly Lake, are spending their vacation visiting friends and relatives at Vancouver, B. C. During Mr. Clarke's absence, W. J. Hope is acting as chief dispatcher.

The Range Cribbage League is now in full swing and the Kelly Lake team is holding fast to second place. We do not wonder at the good showing made by the Kelly Lake team, considering the fact that it includes Engineers H. Adams, John Hampson, Charles Snyder, Agent Elton Bailey, chief dispatcher's clerk, Theodore Zachau, Yardmaster H. Zachau and Switch Foreman Mike Connolly.

The football game played at Soldiers Field between Notre Dame and University of California, was attended by Switch Foreman and Mrs. Fritz O'Bevan, Yardmaster and Mrs. J. P. Donovan, Switch Foreman Frank Brew and John McDonald.

George Benson, brakeman, was on November 25 united in marriage with Miss Edna Peterson. They were both raised in Superior, where they have many friends who wish them a long and happy married life.

T. R. Paterson, night chief dispatcher, Superior, spent several days in St. Paul on business the latter part of December.

On December 7 the Head of the Lakes was visited by a blizzard of considerable proportions. However, we were fortunate in the fact that it was not necessary to annul any trains on account of local conditions. After the storm had subsided it was of course up to the male members of different families to shovel walks, and we were advised that Fred Johnson, switch foreman, was one of the many so engaged. Our informant told us that Fred was so engrossed in his work of shoveling, that he failed to notice just how far he had progressed, until he reached the corner of the block and looked back, finding that he had shoveled the walks of four neighbors, as well as his own.

W. L. Walsh of the telegraph office, who was seriously ill following a week's hunger strike, has fully recovered and is now back on the job.

Ore Dock Foreman Henry Ross and Mrs. Ross left on December 1 for Portland, Oregon, having been called there by the serious illness of his father.

Fair Reasoning

Auto Tourist—"I clearly had the right of way when this man ran into me, and yet you say I was to blame."

Local Officer—"You certainly were."

Autoist—"Why?"

Local Officer—"Because his father is Mayor, his brother is Chief of Police and I go with his sister."—*Keystone Topics.*

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

Ruth LaFluer at the storehouse was a bit late in getting home a few days ago, and as she always has been a good story teller, she told papa, our local police commissioner, how she had been "held up." Now, as a matter of fact, Ruth has quite a coquettish smile, and most likely held up the poor boy.



Herman Retzlaff, local Great Northern pride in the "fistic world," intends to leave for Los Angeles, Calif., in the near future. Harry Wigginton, former Minot man, will handle his affairs while on the coast.

All the Great Northern boys wish Herman success.

Russell Ronk, local roundhouse callboy, betrays evidence of having acquired a new lease on life; seems to have spruced himself up a bit; hair combed every morning, etc. After investigation, we find that there is a fair lady-clerk employed at the roundhouse office. Too bad she has a "steady" at the lake!

Albert Guimont, local roundhouse callboy, 12 midnight to 8:00 A. M., ought to make a very good husband for some lonely girl. He certainly handles a dust cloth very well of late. The boys wonder if D. J. R. instructed him to have the office dusted up every morning.

D. J. Ritchie, local roundhouse foreman, has made it known quite plainly that he does not want anyone hanging around his private office, by placing a very prominent sign on said office door, "No parking here—private."

Dangerous Vinegar Bill Mabin has joined the "Billy Goats."

Anne Sheie and Leslie Jackson were quietly married at ten o'clock on Thanksgiving day, at the home of the Rev. Gullixson. The ring service was used and Mr. and Mrs. N. J. Filzen were their attendants. At eleven-thirty a turkey dinner was served in the palm room of the Grand Hotel. From there the newlyweds left for the bride's home at Carbury, on No. 30. Mrs. Jackson, who is a graduate of the Minot State Teachers' College, is teaching near Fortuna, and after her term closes they will make their home at Minot. Sorry we cannot produce the picture.

The following notation appeared on an O. S. & D. sent in recently by one of our agents: "Checks one pail candy only part full when received at this station, estimated few pounds of candy gone, concealed loss, container O. K. Candy probably removed before shipped. Consignee found mouse trap in pail." This goes to show that the company is not responsible for all losses.

E. J. Retzlaff, our veteran agent, at Springbrook, N. D., is on his bi-annual vacation. While on leave of absence he expects to visit his parents, who reside in Wisconsin, and later go to California. Ed likes to pick flowers all the year around and is unable to find any around Springbrook this time of the year. Mrs. Retzlaff will make the trip to California with him.

G. J. Butterfield, agent, Verendrye, was called to Princeton, Minn., recently on account of the serious illness of his mother, who later passed away. We all sympathize with you, George.

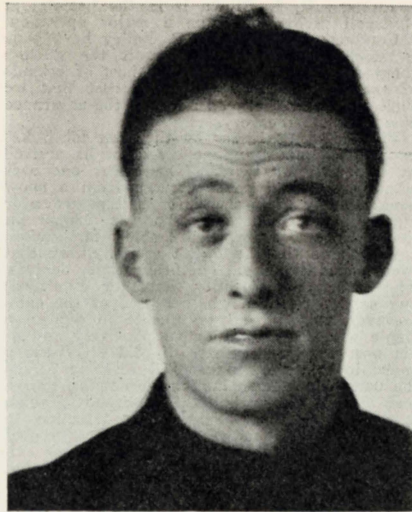
W. C. Melville, who for some time past has held down the cashier-telegrapher position at St. John, N. D., has been obliged to lay off for some time on account of illness, the position having been filled temporarily by Gordon Sliter, recently released at Maza.

Cady V. Platts, who helped out in A. D. office during the fall rush, has taken the vacancy at Maza, and will be there until some other vacancy occurs.

A. H. Gran, material clerk in superintendent's office, Minot, is required to go south for the winter, or until he fully recovers from the operation which he underwent recently. Mrs. Gran and daughters will accompany him, to keep him from getting lonesome.

Pa Barke, Jr., surely does look dignified since becoming a daddy, and has been heard using the time-worn expression of, "When I was a kid." Can you beat it?

Wonder what Bergo Cloone means by wearing the side curtains? One would think he was trying to grow a "Mussen-touch-it," only it's by his ears instead of under his nose.



Frank Munson

Picture of Frank Munson, sheik switchman in the Minot yards. He is also known as one of the United States cowboys.



This picture was taken in 1900 in Havre, Mont., showing from left to right, Hari Means, now manager, Minot relay office; Mike Hirano, section foreman, now at Armington. Sitting, M. Ueno and Jack Uto, owners of the U. S. Cafe in Minot. Hari Means is also affiliated with the L. & L. Cafe.

One of our local switchmen was standing out on the lead one evening when he noticed an engine with one white and one green classification light. So, hoping to aid one of our local aspirants for yard conductor, "Soup" B. of R. T., Snake went inside and asked "Soup" what it meant. "Soup" being a rather bright lad, chirped up and said, "It means an extra running as the first section of a regular train. How about it, boys, shall we allow him to make any more conductor student trips?"

Yard Conductor G. T. Collins seems rather "depressed" in spirits since the reduction in yard engines, on account of not being able to hold a regular job running. Too bad, Gordon, we have all suffered the same embarrassment ourselves.

Gordon Christianson has been taking a vacation for a few days since the wife went to Minneapolis, renewing old acquaintances around the "Magic City."

We see where our esteemed or "steamed up" yard brakeman, James, the thoughtless, who hails from Savanna, Ill., has been bartering with the Lloyd Loom salesman, and we believe he is figuring on trading in his dependable Dodge for one of the roadster type perambulators.

F. W. A., Nite G. Y. M., had better keep off the highways with his puddle jumper, now that the new Fords are out, or he will get sucked up in the exhaust if one of them ever back-fires.

It is becoming very noticeable that Eddie Cloone, G. Y. M., has been seeking a lot of inside information on this married life from Tilford. Boys, we all think Eddie is going to take the tumble.

We understand that Switch Foreman Al (Hungry) Ganble has been seen frequently in the company of Walter (Dutch) Barke. Must be trying to get his receipt. If you don't get results, Al, might check up with Gene Tallman, conductor, Minot Division.

It is rumored that Frank Annan, night yardmaster at Minot, has been sent a Florida palm fan by Brakeman J. C. Womack, who is now in the "Sunny South" for the winter.

Minot Car Shops

Carman C. C. Cross was called October 31 for relief duty as assistant foreman at Williston, on account of leave of absence being granted to Foreman Wm. Smith. He left without his family and his frequent visits here on Sundays testify to the loneliness of the position he has assumed.

Saturday evening, October 29, the wrecking outfit was called to a small freight derailment at Stanley, and when under way to depart, a neophyte appeared in the bunk and cook cars of the outfit. Trainmaster Greer and Wrecking Foreman Hustad immediately investigated and found the stray bird to be none other than Fred Cummins. He was forthwith commanded, and ordered to duty in the cook car; before work started the culinary department surprised the crew, even Trainmaster Greer admitting that the cuisine was beyond reproach, credit being given where it belonged, the old faithful cook Freund's hand showing on every place where a finger print could be made. Together the two made friends with the crew, but none will admit real sociability.

During the past month a number of carmen have laid off, either on account of sickness or accident. Those still off duty on account of illness include: J. C. Riebe, Nels Hendrickson, Grant Westom and Mahlon Skotland. Others off for a day or more include Mike Rathowick, S. S. Boden, Walt Gurnicki, Van Richards and Harold Hustad, the latter doing some home building.

Grant Westom met with a painful injury early in December when testing out the air of a snow plow, one of the wings catching him by the hand and badly crushing it. He has been under a physician's care, and with his right hand in a sling, is forced to eat and talk "left handed," as it were.

At the local election of Carman's Local No. 7 which was held Tuesday evening at the first meeting in November, Clarence Taylor was elected president; Harry Matson, vice-president; J. C. Riebe, secretary-treasurer; Geo. Kuhnenn, incoming secretary, and Chas. Lano, local chairman, with Roy Hallas and Vancouver Richards constituting the grievance board.

Clifford Vance, carmen's apprentice, after buying himself a lot and using enough persuasion to "draw" a caboose which was condemned, moved said caboose on aforesaid lot, and remodeled it to the extent that it is habitable. It now saves house-rent and other mental worries, with the result that his work has correspondingly improved on the rip track. Vive la Home Builder!

Harold Hutton, inspector carman in the lower yard, has asked for a pass to San Diego, Cal., where he expects to sojourn for a short period to recuperate from the routine of the work incident to daily yard inspection.

Wm. Hammonds, erstwhile carman on the Minot rip track, but for two years a pool hall shark at Bantry, played up a visit to the carmen at their last meeting, November 22, and stood treat for a basket of grapes, several packages of cigarettes, some gum, candy, and a whole armful of cigars. Come again, Bill, you're welcome.

Mahlon Skotland has been off duty on account of pleurisy, with a nurse in attendance, and a faithful wife at his beck and call. It is surmised that he will soon be at the old job again without further fear of continued ailment.

The rip suffered a ten-man lay-off early in December, and it is hoped that further lay-offs may be obviated for many years.

Snow plows have been sent into the rip for immediate repairs lately, and have been turned out accordingly, although to the delight of both the men and foreman, the sunshine and good weather took nearly all the snow off before the last plow was turned out. Our song now is "Beautiful Sunshine."

Chas. Lano, who was a Legion delegate to the France convention and who left here September 2 for Paris, returned to work October 26, after a trip filled with untold pleasures and never-to-be-forgotten scenes. Acting as

delegate during the days from 19 to 23 of September, excepting one during which a visit was made to the battlefield at Meuse-Argonne, he traveled through Switzerland, Germany, Belgium, Holland, France and England, embarking at Southampton for Quebec, then going to Boston and New York for the Ratification meeting, after which he visited Buffalo, Chicago and the Twin Cities before returning home. He has been making several noon-day talks on his impressions since his return.

Geo. P. Wartchow, federal boiler inspector, roundhouse, Minot, underwent in the McCannell Hospital the operation of tonsillotomy. He has suffered for some time from rheumatism, low spirits and other ailments and emaciation, which now seem to have been overcome, and he is again feeling his way to complete recovery.

Edward H. Richards called in a physician December 8 to determine what his ailment might be. He was feeling rather badly when he left from his work that evening and felt that he should seek medical advice. He is now resting quietly but is cautioned to guard against further colds and avoid outdoor work in extreme cold weather.

New Rockford

Operator Joe Haley, who has been working at Minot during the rush season, has returned and taken over the first trick. Operator Beach displaced Operator Barry on the third trick, the latter returning to Lester Prairie. Starting time has been advanced one hour, which is appreciated especially by Operator Davis, as he now gets home just in time to tune in on the midnight programs with the high-powered radio he has had installed.

Geo. Fix, better known at the car shops as "Skeezik," sent a fellow worker down to work November 14 with a box of cigars, and the information that he had met with a "fatal accident." Investigation, however, disclosed that like Mark Twain's death, the report was greatly exaggerated and while he will never be the same again, his recovery is assured. The bride was Cecilia Thompson of Woodworth, N. D. Where is that picture, George?

Geo. Wenz, who has been clerk at the roundhouse for the past five years, has accepted a similar position at Sioux City. John Johns is the new man at the roundhouse desk.

Car Foreman A. D. Paulson, accompanied by Carmen Gifford and Natwick, journeyed to Minot, December 2 to acquire some pointers on the wrecker which has been assigned to this place.

Brakeman Wm. Haley and wife attended a get-together party of Mrs. Haley's family at the home of her father in Bismarck, prior to the departure of one of her brothers for California.

Fred Peterson, carman, has taken a month's leave of absence and is now "foreman" of his farm in Minnesota. Some of his brother car knockers say Fred has been sailing under false colors, while sojourning in the neighboring state. Watch your step, Fred; you know "murder will out."

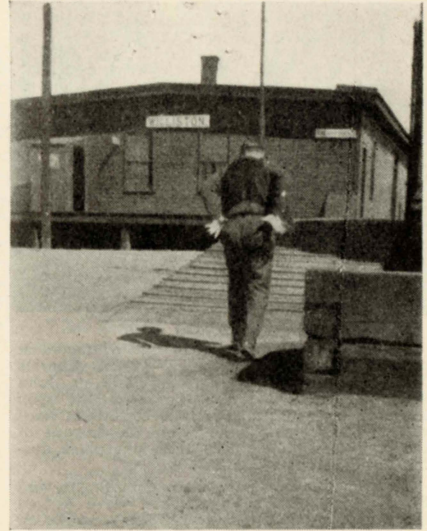
At the time of writing, four of the helpers who were laid off at the car shops this fall, and who have been working on a pipe line between Shelby and Great Falls, are reported snowbound, or lost on the prairie seven miles from the former place in a bad blizzard. Friends and relatives here naturally are anxiously awaiting news of their safe return to Shelby.

Williston

Peter H. Overbye has gotten tired of "batching" it and now has a family assisting him in preparing the needs of the inner man.

News of the sudden death of Montana Conductor John LeDosquet appeared in the Montana Division news last month, but having known John so long and so intimately we desire to cover it in further detail. Johnnie came to Williston with his mother and sister in 1887, the year the Great Northern entered Williston, and shortly afterward entered the services of the company. He worked at everything from roundhouse laborer up, first entering the road service as fireman, but that end of the business not suiting him he transferred to the rear end, and but for one break in his record, would have been one of, if not the oldest, conductors on the Montana Division. John was married to one of the pioneer girls of this section in 1897, Miss Flava Young. Mrs. LeDosquet died several years ago, leaving three children behind, one daughter now living at Cincinnati, another daughter, Bertha, living at Williston, and a son, Joseph, who also lives at Williston and is employed by the Great

Northern as a machinist apprentice in Williston roundhouse. The sudden death of Johnny marks the end of the original older family, as two sisters, Mrs. G. B. Metzger and Mrs. Bertha Van Dyke, the latter being the wife of the first company physician in Williston, both passed on during the present year. In losing John the company lost an efficient and loyal employee and we who knew him best lost a loyal friend. He was a member of all Masonic bodies of Williston, a member of Kem Temple of Fargo, and the Order of Railway Conductors. The sympathies of all Williston Great Northerners is extended to the sorrowing children.



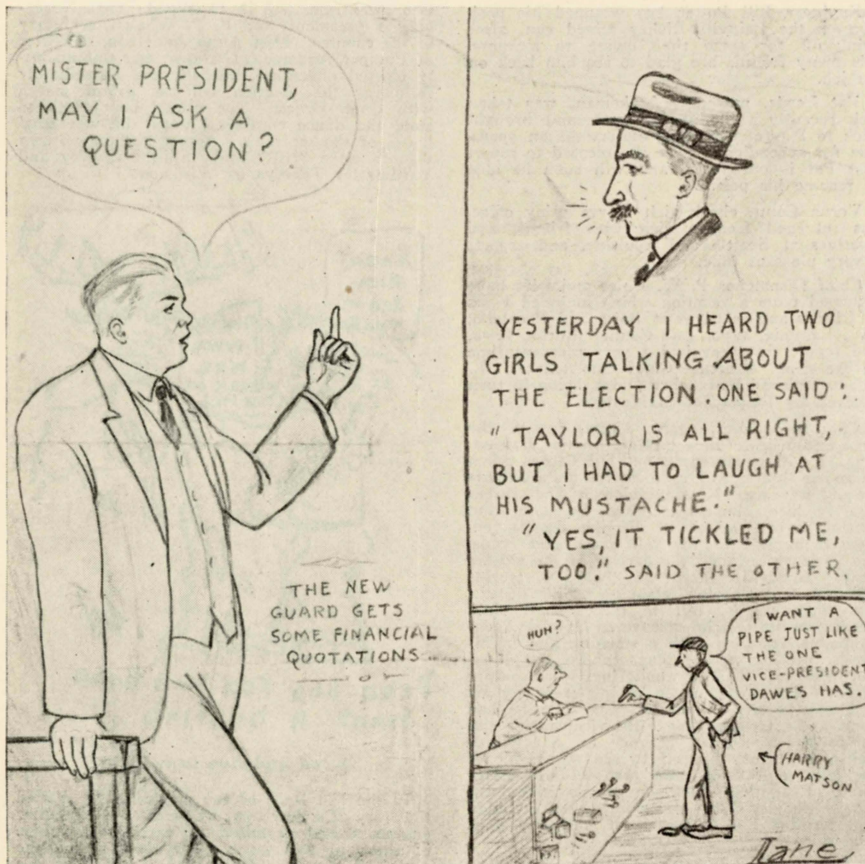
Pictured above you can see how Frank Kneisel, billing clerk at Williston freight office, appears "going away" from you. Frank is naturally very modest, and posing from the front was an impossibility for him.

On October 20 the roundhouse craftsmen got busy with their trusty forearms, and journeyed up to the lakes north of here, bagging a sufficient number of ducks to put on a duck feed at "Hogan's Cafe" for the roundhouse force and a few invited guests from the store and other departments. R. R. Hunter, their general secretary and treasurer, was the guest of honor, and gave one of his usual interesting talks. W. H. Coleman acted as toastmaster, calling on Wm. Smith, car foreman, Master Mechanic S. G. Clerk, and others for talks. Not being called on to make any remarks, Peter Black thought that he had been overlooked, so he carried on a continual conversation during the banquet, several of his remarks making a decided hit with those in attendance, especially, "have one."



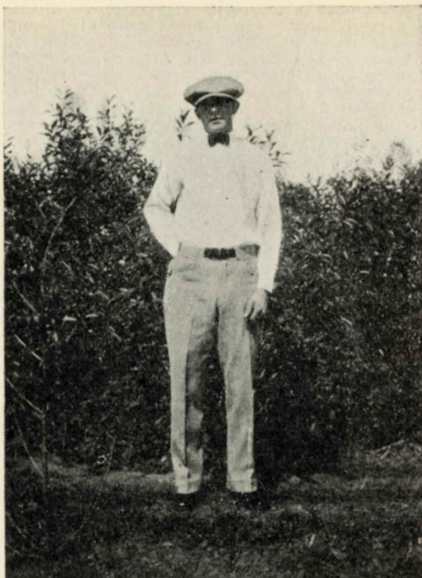
"Bud" Bruegger

A familiar figure to all engineers and many others is "Bud" Bruegger, night roundhouse foreman, as he appeared the past fall. Looks like he got his share, doesn't it?



Our local artist has submitted a cartoon of three local characters. The first, of the local write-up man, arising to a point of information, to which the write-up continually rises; the man with the bristling moustache is the newly elected president, and the little guy, the newly elected vice-president, and not so small as indicated, but along the lines of Vice-

President Dawes in fighting. Take him on any old time, and see if he doesn't fill the bill wherever you put him, just like Dawes. The man arising for information is none other than Vern Lieberg, the man you would know by this picture or by the tape of the clock, as it shows him late on account of belated arguments.



Above is a reproduction of one of the most popular clerks in Williston yards, Charles Merklein, son of Warehouse Foreman John Merklein. Charlie can always be relied upon to be on the job although it is sometimes hard to find out which job he is on, on account of the numerous "bumpings" that take place during the different seasons.

Norman Olson, of the store department, and Si. Nesting, of the roundhouse, have settled the Dempsey-Tunney battle for keeps, and after the settlement "Norm" took a nose-dive into the "Sump," getting his clothes somewhat dampened, but otherwise coming out all right.

Car Foreman Wm. Smith has taken a sixty-day leave of absence, which he is spending at his home in Litchfield, resting up. John Mosby is taking his place, and C. C. Cross, of Minot, is filling John's place until Mr. Smith returns.

Not going to mention Fleming, Nels Flaggett or John Merklein in this issue, as they are in the midst of a small war. Will give the results next issue.

Mae Sikes, coach cleaner, who has been off for the better part of the past year on account of rheumatism, returned to work in November.

MONTANA DIVISION

Associate Editor
JOHN C. KOERNER
Havre, Mont.

Mrs. F. B. Gallagher, operator, Bowdoin, who recently visited in Havre as the guest of Operator Mrs. Mueller, took advantage of the opportunity to do some shopping.

Wm. Kaste, enginemen's time-keeper, Havre, superintendent's office, is wearing a very large smile, and passing the cigars around. It transpires that a new ten-pound girl has arrived at his home. We are pleased to report that mother and child are doing nicely, and if any of the engine men find a discrepancy in their checks, they may attribute it to the fact that Bill is busy figuring on the expense of maintaining this addition to his family.

Thos. Gibbons, agent, Reserve, who recently returned from a vacation spent at Winnipeg, Toronto, Ottawa and other eastern Canadian points, reports many pleasant visits and a delightful time, and judging from his descriptions of some of the stuff he got while there, we imagine most any one would enjoy such a trip.

His many friends were not aware of his Thespian qualifications until they saw Kenny Holmes, agent, Havre, taking part in the play recently put on at Havre by the Kiwanis Club,



of which he is a member. His work in the part of a flower girl at the womanless wedding, easily proved his ability as an actor, and the film colony at Hollywood are not aware of the talent they are missing.

Bud McShane, yard clerk, Glasgow, former Havre caller, paid a recent visit to his old haunts. We were glad to learn that Bud is getting along so nicely in his new position.

Wm. White, clerk, superintendent's office, Havre, who has been out on line all summer, keeping time and material reports with extra gangs, has resumed his position in the office for the winter.

Machinist A. D. Chisholm, Havre roundhouse, recently received a very painful injury while working, and one which might have resulted more seriously. He was struck in the face by a blow up pipe which had been used on an engine and was being thrown to the ground by one of the men working on the engine, when it struck him, breaking his nose and otherwise injuring him about the face. He was immediately taken to the hospital and is said to be progressing so well that he will soon be able to resume his work.

A. J. Daum, pipeman, Havre roundhouse, recently was injured in a peculiar manner while working in an engine where there was an electric light in a wire case with a hook on it by which to hang it up. This hook caught in his right eye lid, cutting it the full length of the lid, but not injuring the eye. It is expected that he will soon be able to return to work.

Operator Selba Richardson, Culbertson, has been summoned to her home in Iowa, owing to the illness of her father. She is being relieved by Operator Anderson, Brockton, whose work meanwhile is being handled by Operator Diemer.

Operator Jack Frost, whose name is not an index to his nature, has been taken off at Bainville, and is now working at Snowden, the position at Bainville having been eliminated on account of the drop in business.

Owing to reduced business, the extra operator on the P. B. X. board in Havre has been taken off, and Verna Conn, who was holding down this work has resumed her former position as check girl in Havre relay office.

Engineer Bill Potter has resumed his position on the Bainville-Richey mixed run, after being off for some time owing to sickness. His many friends are glad to see him back on the job.

Pat Lewis, passenger brakeman, was taken sick recently while at Williston and brought back to Havre, where he underwent an operation for appendicitis. We are pleased to report that Pat is out again, and will soon be able to resume his position.

Verna Conn, check girl, Havre relay office, has returned from a visit with friends and relatives at Seattle and Spokane, and reports a very pleasant time.

Chief Dispatcher P. W. Doles and wife have returned from a vacation which included visits to friends and relatives at Boise and Pocatello, Ida., Laramie, Wyo., and Council Bluffs, Iowa, and report that they had a very pleasant time on the trip. Assistant Chief Dispatcher F. L. Adams relieved Dispatcher Doles, being in turn relieved by Dispatcher Mc Masters.

Charley Magner, agent, Malta, one of the most enthusiastic duck hunters on the division, says he will never again put out decoys when he knows that any of Fred Peterson's assistants are out hunting. Near the close of the season, Charley hid himself to Lake Bowdoin, and putting out a bunch of lifelike decoys, ensconced himself in the tall grass and reeds, and patiently awaited the arrival of the elusive duck. Suddenly there was heard a terrific booming, and Charley, glancing at his decoys, saw them waver, fall to pieces, and sink. Getting to his feet he discovered Special Agent Sammons, standing with a smoking gun in his hands, peering at the place where the ducks had disappeared and wondering what nature of fowl they were, never having seen any act that way before. Upon learning what he had done, and after listening to the vituperative and explosive language of Magner for a few moments, he betook himself to the other side of the lake, and now vows that he will never shoot at another duck, unless it is on the wing. Charley's day was ruined, and in addition he lost a nice bunch of perfectly good decoys.

His many friends on the division were greatly pleased, and agreeably surprised at learning of the recent marriage of Sam Clark, operator at Chinook.

Mrs. D. E. Carlin, wife of Yardmaster Carlin, Havre, was summoned to Portland, Ore., recently on account of the illness of her daughter, whose recovery, however, we are pleased to report.

Fireman Bob Mowry, Havre, who made a trip to Jennings near the close of the deer season, was fortunate in securing a deer and also a small black bear. He was accompanied on the trip by Fireman J. L. Craig and wife, who were also both successful in getting their deer. We happened to see these deer when they were unloaded from the train, and can testify that none of them bore any marks which would indicate that they had been tied up.

A very unfortunate catastrophe occurred at Bainville on November 21 when the home of Brakeman Crusen caught on fire and was completely destroyed. The fire spread to the home of Ben Tilton, B. & B. carpenter, which was also completely destroyed. The houses being close together and there being no fire protection in the city it was impossible to save any of the effects of either home.

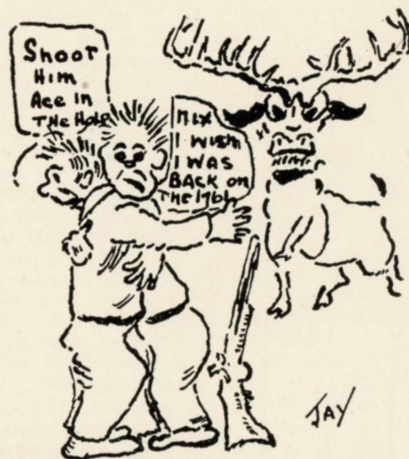
Their many friends were shocked to learn of the death of Mrs. Peter E. Wallinder, wife of Veteran Machinist Peter Wallinder, Havre roundhouse, on the morning of November 22, after an illness of several weeks. Funeral services were conducted by the Order of the Eastern Star, of which organization Mrs. Wallinder was a past Worthy Matron. The pall bearers were Past Worthy Patrons of the order. Interment was made in Highland Cemetery. Besides her sorrowing husband Mrs. Wallinder is survived by three sons.

F. H. Lane, agent, Flaxville, has been transferred to Glasgow station, vice F. H. Rieland, who has moved to Seattle. Operator Nelson, who was at Reserve as relief agent, has taken Flaxville temporarily.

O. L. Mullikern, agent, Rudyard, was recently called to Chicago on account of the death of his brother. His many friends extend their sympathies.

On November 24 the local chapter, B. R. T., gave its annual dance in the Elks' Hall at Havre, and the affair was one of the most successful held in the city for some time. The "brothers" continued to follow the lure of terpsichore until the early morning hours.

On December 2 Cherry Creek Chapter, B. R. T., gave its annual dance in the National Guard armory at Glasgow. It was attended by one of the largest crowds ever seen in the city, and the affair was a great success, due to the efficient work of the committee composed of Chet. Grace, Lin Wood, R. J. Bradshaw, Geo. Alexander and D. O. Wood. Otto Norenberg is president, and F. P. Whalen, secretary of the chapter. Miss Anna Anderson, daughter of Pumper Anderson, Glasgow, was unanimously elected queen of the ball, and immediately following the election led the grand march with Chet. Grace. The crowd being loth to stop, the dance continued until the wee sma' hours of the morning. Among the out-of-town visitors were "Bill" and "Spike" Harvey and Yardmaster Jeffreys of Williston.



**Fred And Ace In A Hole
Went A hunting**

Fred and Ace in a Hole

In the last issue of the magazine we related the story of a deer hunt by three of our popular engineers and promised to furnish a picture of them in this issue. We show above the promised picture. Only two of the boys are visible in the picture, however, as Virge Hunt, the other member of the party, was hidden behind a tree at the time, so that he could not be seen by either the artist or the deer.

Strange, how in this cold weather, some of our fair operators keep singing, "In the Good Old Summer Time" while meditating. Mark, you have sure made a hit.

Great Northern Semaphore



Mrs. S. James Clark

This is Mrs. S. James Clark, wife of the operator at Chinook, Mont., who was Miss Ryle Hansman before her marriage to Mr. Clark on November 4. They are now at home in Chinook. Best wishes from all.

Operator K. T. Ernst recently returned from a trip to Bozeman, where she was called on account of the illness of her daughter, who, we are pleased to report, has entirely recovered.

Mrs. A. D. Chisholm, wife of Machinist Chisholm, Havre roundhouse, recently went to Rochester, Minn., to receive medical attention. Their many friends hope that she will soon be home and in good health again.

Engineer Frank Clifford, the redoubtable "Casey Jones" of the Montana Division, recently went to Fort Harrison Hospital, Helena, to receive treatment for some abdominal ailment. We have not heard how he is progressing, but with his many friends, hope for his early recovery.

O. A. Jones, agent, Dodson, was recently called to Missoula, Mont., on account of the death of his brother. His many friends extend their sympathies.

F. H. Poudier, train dispatcher, recently returned from a vacation trip to various points in Missouri, Ohio and Illinois, and reports having had a very nice time and splendid trip.

L. S. Otto, third trick wire chief, Havre relay office, relieved Dispatcher Poudier in his absence, and F. J. Thompson, operator, Great Falls relay office, held down the third trick wire chief's position during that time.

Operator Fremont W. Wilson, Culbertson, otherwise known to his host of friends as "Red," was off during the holidays, visiting his mother in Missoula, Mont. He was relieved by Operator H. E. Harmon.

Walter W. Fryburg, formerly chief clerk, Havre, recently spent a Sunday in the city, renewing old acquaintances.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

J. G. Ryan, agent at Bemidji for the past eleven years, has been appointed agent at St. Cloud, to succeed H. R. Neide, who has been in charge at this point since 1894.

Mr. Neide still continues in his position as assistant superintendent, with his office at the passenger depot.

The Western Fruit Express Company started their ice harvest at Pebble Lake on December 12. Mr. Willigan has everything lined up to load about 50 cars daily and plans on loading a total of 800 cars. They will also load at Spicer, for their own use, and for the Great Northern, as in past seasons.



Helen Pounder, of the Minneapolis freight office staff, who was confined to her home on account of a very sore finger, is now back at her desk, looking well after the trying ordeal.

Switchman F. A. Poepeke is again coaching a basket ball team at the Roosevelt athletic association, which he states is one of the fastest amateur teams in central Minnesota. He was also elected president of the Central Minnesota Basket Ball League, which is comprised of the following six teams: Alexandria, Brainerd, Cold Springs, Pierz, Sauk Center, and the Diamond Motor Teddies of St. Cloud, the latter being the team coached by Mr. Poepeke. He would like to get in touch with some Twin City teams, with a view of negotiating for games.

Friends are sympathizing with Arthur Bloom of the ticket auditor's office, and Leslie Bloom of the superintendent's office, on account of the death of their father which occurred on November 29 at Minneapolis. He suffered a fall about two weeks before that and sustained injuries from which he did not recover. Funeral services were held on December 3. Among those attending was a daughter, Violet, formerly clerk in the car foreman's office at Fridley, now living in California.

Conductor Yund and Engineer Gallagher, with their assistants on the Pelican Rapids branch, performed good service in that they made their run on time every day during the recent snow trouble.

By the time this issue is off the press, Frank Pearson, of the cashier department at the Minneapolis freight depot, will be a married man. Friends are wishing him luck in the new estate.

The St. Cloud daily *Journal-Press* issued a special Great Northern edition on November 26. This issue contained the history of the Great Northern at St. Cloud, together with articles and pictures of many prominent railroad men and pioneers. The names of all veteran Great Northern employees at St. Cloud were also listed, showing what department each is connected with.

On November 26, death ended the services of Yardmaster George P. Keenan of the C. B. & Q. Ry. at St. Paul. He was general yardmaster at Dayton's Bluff for a long time, and more recently directed operations at Division Street. A local paper states that he was taking his first vacation in 41 years of service, when he became the victim of a sudden stomach ailment.

Sympathy is extended to Cashier I. B. Pagels, of St. Cloud, on the death of his mother, who passed away suddenly on December 8. Burial took place at Hutchinson.

Minneapolis Lodge No. 1310, B. of R. C., at the December meeting elected the following staff of officers to serve during the year 1928: president, J. A. Johnson; vice-president, Herbert Brown; recording secretary, A. F. Feilzer; financial secretary, W. F. Hicks; sergeant at arms, Pat Ryan; chaplain, Jacob Houser; guard, Tim McCarthy; executive board, H. J. Manley, Owen Cunningham and A. F. Feilzer, and grand lodge delegate, Al H. Buhse, with Owen Cunningham as alternate. This lodge will hold open installation of officers at the January meeting.

Mrs. Carl Verkinnes, wife of car clerk, and her mother, Mrs. John Hirschfeld, wife of brakeman, made a recent trip to Great Falls, to pay a brief visit to friends and relatives.

It is rumored that one of the local bill clerks, living out near the suburbs, took a shot at a jack rabbit a few nights ago. Everything was lovely until the neighbor's boy came around about dinner time the next evening, inquiring after his Persian cat.

Fireman M. J. McInaney, of the Pelican Rapids branch run, is laying off a few days on account of illness and is being relieved by Joseph C. Prince.

Mike Sullivan reported seeing a robin at Clearwater Junction just a few days ago. His services otherwise are reported as satisfactory.

Yard Clerk Louis Emerson, St. Paul, welcomed a little daughter, Rosalind Ann, to his home on September 12. This fact escaped the attention of our correspondent at that time on account of his being away on a vacation.

J. B. Rice, Lodge No. 83, B. of R. T. at St. Cloud, recently elected the following officers to serve during the coming year: R. D. Spieker, president; H. A. Ziebol, vice-president; F. A. Poepeke, secretary; P. Fahrenholz, treasurer; H. W. Leopold, agent of official publication; Dr. H. W. Goehrs, medical examiner, and F. A. Poepeke, delegate to the next convention with H. W. Leopold as alternate. Brakeman Clint Kreofsky was recently welcomed back into the fold by this organization at one of the largest parties ever assembled in their hall.

Switchman Nick Spoden at St. Cloud, has purchased a Studebaker "Commander," and woe to any one who tries to extol the virtues of any other make of car to him.

E. & F. Timekeeper Joseph B. Otte, of the superintendent's office, was called home to Melrose on December 14, on account of the serious illness of his mother, who passed away that evening. She was sixty-two years of age and suffered from an abdominal ailment, for which she had recently undergone an operation at the Melrose Hospital. Burial took place on December 17 and the SEMAPHORE joins friends in extending sympathy to the members of the family in their bereavement.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
FRANK W. SEXTON
Spokane, Wash.

Stanley Smith, agent at Clayton is the successful bidder on the ticket-clerk position in the depot ticket office, at Spokane.

R. S. Rumsey, operator, Hillyard yard, has bid in first trick Hillyard depot, displacing F. R. Justice, who relieves at Clayton while the agency at that point is on bulletin.

M. E. Anderson has bid in third trick at Newport, relieving C. N. Voorhees, who takes second at Priest River on bulletin.

Wm. Bartley was the successful bidder on the agency at Bluestem, relieving A. H. Seegar who goes to Appleyard.

Mrs. Roy Harrington, wife of operator at Newport, has been called to Arkansas, by the serious illness of her grandmother.

H. A. Dittmanson has secured the agency at Dover, made vacant by the acceptance of R. J. Zapell of a position in the city ticket office, Spokane.

Gladys O'Connell for some months stationed at Naples, has bid in second trick at Bluestem.

Marie Garber, extra operator, has been called East by the serious illness of her mother.

J. C. Mellanbacher, operator, Wenatchee, is convalescing after an operation. He is being relieved by P. D. McIntyre.

R. F. Carpenter, agent, Republic, is spending a short vacation at Portland; relieved by F. J. Salvage.

A. A. Johnson, agent, Waneta, was off for a short time in November, relieved by H. S. Dowdy.

J. A. Robasse, agent, Harrington, attended Homecoming day at Washington state college.

Glenn Curtiss, brakeman, on the Marcus division suffered a serious accident recently at Colville his jaw being broken while he was uncoupling an air hose. He is now, however, well on the way to recovery.

George Corrigan, conductor, who recently underwent a serious operation, is recovering nicely.

Born to Mr. and Mrs. Roy Connor at their home on Saturday, December 10, a 7-pound girl.

Fireman Mike "Doc" Smith, was an Appleyard visitor recently, for no apparent reason. The Appleyard correspondent has always wondered at the name "Doc" but Mike explains, as follows: "No, I never studied medicine, but years ago in Winnipeg I used to cure hams for Swift & Co."

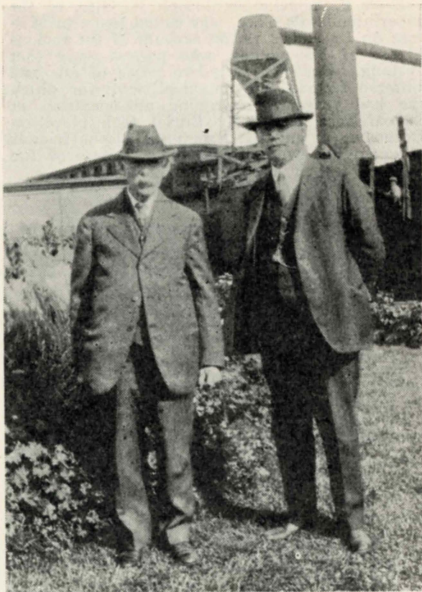
Steve Chapman is the proud father,—beg pardon, owner of a brand new sixty-dollar Hart, Schaffner & Marx overcoat.

Machinist Helper John Prolincki's Chevrolet is just like President Coolidge these cold mornings—"It does not choose to run." The Associate Editor rises to remark that he has a Ford with the same determination.

We regret to report the sudden death of Conductor W. S. Ward, who passed away on December 7 at Chelan, while in charge of the local. Death resulted from acute indigestion. Mr. Ward had been in service since 1910 and was a veteran of the World War.

Mrs. D. W. Williams, wife of engineer, Oroville, and little daughter have returned from a visit to Coast cities.

J. J. Murphy, conductor on the W-O Line passenger has returned to work after an extended vacation.



Smith and Clark

We were favored recently with a visit from J. C. "Jock" Smith, now residing at Newport, Oregon. Mr. Smith first entered the service of the Great Northern on the Saint Cloud Division, in 1880, as an engineer; he retired in 1905. In the picture he is shown at the left, with T. J. Clark, general master mechanic.

The Masonic Temple, Spokane, was the scene of a pretty dancing party on the evening of December third, when the Great Northern Women's Club and their friends danced for sweet charity's sake. Staid officials threw aside their dignity, and danced with pretty stenographers, while their wives danced with other employees, so that the poor children might have a Christmas party. The holiday ball was a decided success, both socially and financially. An eight piece orchestra furnished good music, surprise numbers including a balloon dance and a broom dance. Members of the Will Maylon theatrical company were guests of the club. Elizabeth Pugsley, president, who with Cora Merritt and Clara Foster, were in charge of the party, had the hearty support of all the other club members, who worked untiringly to make the affair a success. Loretta Hurley, whose ticket sales ran into hundreds, deserves special credit for her efforts. The Women's Club have taken over the Maylon Theatre for the evening of December 19 when they plan to repeat their success.

Six of the large "Q" or 2100 class engines have been returned from the Central district, for service on the Second district, replacing the o-6 type.

Owing to the recent reductions, Engineers Wm. Krueger and Hugh Andrews have taken switch engines at Appleyard.

Engineer Harry Landis of runs 2 and 27 east, who has been off, on account of illness, for the last ninety days, is slowly improving, but does not contemplate returning to service for some time. His run is being filled by John Soutar.

Fireman Wesley Crook has requested a sixty-day leave, which he will spend in California.

Engineer Harry Summers laid off for some time in December, owing to trouble with his teeth. He had the bothersome molars removed, and has now reported back for work.

E. M. Bromley, engineer, was off for some time in December, with an attack of pleurisy.

Fireman C. F. Johnson and Mrs. Johnson were called to Oregon in December by the death of Mrs. Johnson's mother.

Messrs. Birdsong, Silliman, Shearer, Moller and Morrow, who have been in work train service on the Oregon extension, have returned to Hillyard. They plan on returning to Bend when work is again resumed.

Fireman A. A. Peterson, wife and son, have returned from a short visit to relatives in Portland.

Fireman J. W. Crook has moved to Appleyard, having taken the Mansfield local.

On account of the soft weather conditions, chain-gang crews on the south end of the Marcus Division have been reduced, there being now only one crew on the south end.

Fireman Tom Summers has returned to his old stamping grounds, having taken the Troy-Sandpoint local.

Engineer R. E. Webb was off duty for the first ten days in December, with a severe case of neuritis, but has now resumed his duties.

Victor Frauendorfer, fireman, was likewise on the sick list for several days.

H. Crommie, engine inspector, Hillyard, took a two-weeks' vacation, which he spent on a honeymoon. Congratulations.

Steve Obert, fireman, was laid up for two weeks, with blood poisoning, the result of a wire scratch.

Fireman R. Bergen having tired of living in the sticks, has moved to town, and civilization.

Glenn McKnight, call boy, is a very popular, young man since he purchased a Ford coupe, his evenings seeming to be very well occupied. We do not know just how they are occupied, but we can make a good guess.

Appleyard

T. Shimizu, boiler washer, had the misfortune to fall from the side of engine 2516 on November 26, sustaining concussion, and it was feared a possible fracture of the skull. He was rushed to St. Anthony's Hospital, and is reported well on the road to recovery.

The roundhouse force is now on a five and one-half day a week basis, account of reduction in business.

Locomotive Inspector Peter Hoffman, who has had quite a siege of illness, has finally returned to his little hammer and flashlight. During his absence Fred Good located all the broken spring hangers, to the great joy of all concerned.

The two outstanding events in November, were the advent of the new Ford and Elam's buying a box of "snuce."

Engineer Dominick McDonald has returned from the "sticks" and has marked up on the 4 p. m. switch engine.

Boilermaker James Dore, who was cut off by the reduction in force, has returned to his home at Everett.

Machinist Helper Mike LeMeurex has returned to work after a two-weeks' absence on account of sickness.

Fireman Joe Mitchell is back on his old run, with Bill Crotty, on 253 and 254.

"That's My Baby"—A Comedy in two scenes. Cast of Characters:

Head man "Razzberry" Rogers
Engineer Bill Crotty
Conductor Jack Murphy
Innocent Bystander Harry Krondak
Station Agent A. O. Sargent
Passengers, "deadheads," village "smart alecs."
Scene 1—on 253 going to Oroville. "Razzberry" is playing "That's My Baby" on his ukulele.

Conductor Murphy—"Hey, cut out that racket." "Razzberry"—"O. K. Mnx xx—Then I'll get off at the next station and entertain the natives and A. O. Sargent."

(Curtain)

Scene 2—At Pateros. "Razzberry" is playing "That's My Baby" on his ukulele—admiring natives grin.

Conductor—"A-l-l A-b-o-o-o-o-r-d."

Engineer—"O. K. Here we go, give her snuce Fred."

And away they go. "Razzberry" still playing "That's My Baby," suddenly realizing that the train is leaving without him, starts sprinting after it waving uke in one hand, hat in other. "Hey, hey, stop that train, I'm going to take the top end local."

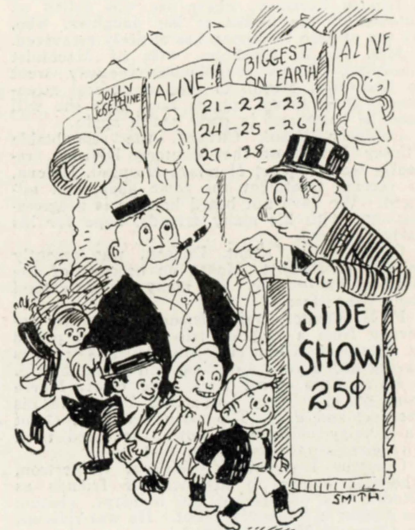
Harry Krondak—on rear platform of disappearing train—"Ha, Ha, Ha, Ha, That's My Baby."

(Curtain)

Appleyard Funnygraphs

No. 5

"Ladies and ge-nu-men, we have with us—"



Big hearted Al Pesch takes a few of the Appleyard youngsters to Ringling Bros. Circus.

No. 6

Frank Slavin Vacations in Canada



Mrs. Slavin tells us that Frank is very fond of buttermilk, which explains the bottle and the cracked ice.

Great Northern Semaphore



The snapshot shown above is of special interest to employees on the west end. This was taken on the Oregon extension south of Bend. General Superintendent Elliott is in the center, front row, with Superintendent Votaw, of the S. P. & S. at the extreme right.

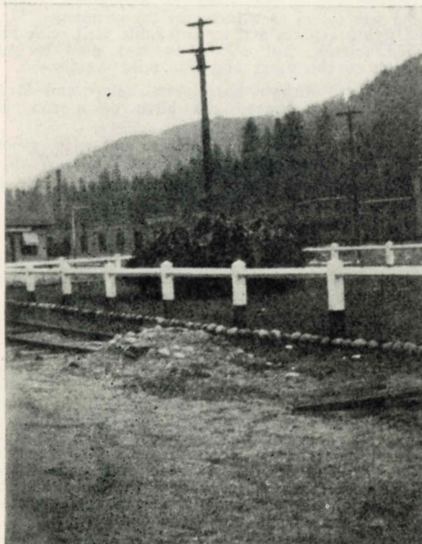
Engineer Birdsong, Brakeman Morrow, Conductor Shearer, Brakeman Moller and Fireman Silliman, the work train crew from this division is in the right center in the order named.



Engineers Bill Young and Jake Shearer receive the sad news—Full details below.

Married at the Presbyterian Manse, Wenatchee, on November 23. Lillian E. Lovegrove and Rupert Cannon, the Reverend Frank E. Beatty, officiating.

Miss Lovegrove has for many years been employed as roundhouse clerk at Appleyard, and Dame Rumor has it that many hearts are sad in that busy terminal since the fateful twenty-third of November.



No, Ed, you're all wrong, "Loves of Carmen" is a moving picture, but it has nothing to do with the rip track.

In the November issue of the SEMAPHORE, in this department was printed a story from the Columbia Courier of Marcus, Wash., regarding the flower beds and hanging baskets at the Great Northern depot. In the article the newspaper failed to mention one of those who had a large part in preparing those floral decorations, and subsequently corrected its error. The man in question was J. Haggard, a machinist's helper with the Great Northern, but also well known as a florist and orchardist in his section of the state of Washington, and the garden pictures shown on this page are the best evidence of his ability in his line. We are very glad to follow the lead of the Courier in giving him credit for his splendid work.



Dan Vanderslice, wireman, has returned to work after being laid up with rheumatism. We are glad to see him back on the job.

"Bud" Anderson, motorman, has been transferred to the shops temporarily, as electrical inspector, vice Shorty Haller on leave.

Fred Rudy, motorman, who is on leave of absence, account of slack work, has taken a job running a logging engine out of Marcus.

S. C. & P. Railway

John Gwinn, pipefitter, and wife are spending a month in Southern California, visiting Los Angeles, Catalina Island, San Diego, Tia Juana, etc. On the return trip they expect to stop at San Francisco and Salt Lake City.

"Shorty" Haller, electrical inspector, is also in California, for a month's vacation. We are wondering if perhaps there isn't another attraction down there for Shorty.

Walt Cryderman, electrical inspector, is holding down a new job for a while having been called on the jury.

Mrs. Stevens, wife of the chief electrical inspector, is visiting in California. Steve says, while batching may be all right, personally he does not think much of it.

A trio composed of vocalists Ray Nelson, Art Nelson and Bill Gesia, accompanied by Conductor Drought, at the piano and George Gottschalk at the xylophone, will entertain at the next Great Northern club meeting.

At the first Dempsey-Tunney fight, Agent Max Hossfeld of Coeur d'Alene and Conductor Ray Nelson made a bet, the loser to give the winner the first two-pound trout to be caught. Ray won the bet, but is still short one trout. In October the SEMAPHORE carried a picture of Max with a beautiful trout caught in Lake Coeur d'Alene. Ray says, "Hossfeld better pay that bet, and how."

The S. C. & P. store department has a new store-man, George Voss and he has already made friends with everyone with his million dollar smile. "Service with a smile" must be his motto, and he sure gives it.

WILLMAR DIVISION

Associate Editor
L. A. JORSTAD
Willmar, Minn.

Engineer Lee H. Wetherby was elected Worshipful Master of Sharon Lodge 104, A. F. & A. M., Willmar, for the ensuing year 1928.



at their annual election of officers held December 9, and which high office has been ably filled by Telegrapher G. O. Lundquist the past two years.

F. C. Beese and family returned recently from a ten-day vacation spent at the Head of the Lakes and Minneapolis.

A. C. Slater, traveling auditor, who is at present making a check of Willmar superintendent's office, made use of his

annual vacation by spending the holidays in the metropolis of the Inland Empire, Spokane, Wash.

Wm. Brand, retired master carpenter, who was confined in a Sioux City hospital for a short period recently, is about again, fully recovered.

Bruce V. Ingerson, telegrapher, Browns Valley, greeted his friends with smiles and cigars November 21—a 9-pound boy. No wonder! Stuart Rothwell, enginemen's timekeeper, Willmar, spent Christmas at Sioux City.

Brakeman Elmond Nelson, Willmar, passed out "fifteen-centers" November 21, in honor of a new baby boy.

Mrs. C. C. Wamsley, wife of Locomotive Foreman Wamsley, and son Lloyd, of Watertown, have gone to St. Petersburg, Fla., where they will spend the winter.



Mildred Fellows, of the store department office, is quite a culinary expert as the above picture shows. The picture was taken while on a camping trip up in the Coeur d'Alene.

Miss Fellows is on the left and the rest of the party are Mrs. Bill Ellis, T. A. Goody and Bill Ellis. Anyway, I'll bet the spuds were good.



The picture shows a one-acre onion field, on which Ole Stoa, agent, Kidder, S. D., raised and harvested 885 bushels of extra fine onions the past season. His success in this particular line is attributed to the able assistance of his three sons, Arnold, 9; Vernon, 12, and Lloyd, 16. With onions running 52 pounds to the bushel, and retailing at five cents a pound, we can readily see that their efforts were worth while.

Mrs. L. H. Wetherby, wife of Engineer Wetherby, Willmar, spent several days in Sioux City before Christmas, visiting friends and attending several bridge tournaments.

H. M. Hanson and Emil Peter Hanson, material and road clerks, superintendent's office, with their families, spent Christmas with "mother and dad" around the old fireside at Sioux City.

Great Northerners' families were well represented at the annual election of officers of Siloam Chapter No. 79, Order of the Eastern Star, held at Willmar, December 5. Mrs. W. E. Sperry having been elected worthy matron; Chief Clerk S. F. Langord, worthy patron; Mrs. L. H. Wetherby, associate matron, and Mrs. S. Rodberg, conductress.

We have learned from good authority that Telegrapher H. G. Sherman, Watertown, has become an authority on auto lights, after taking a course consisting of one lesson from the municipal judge. Regular price of course to any and all comers is \$2.00. Enclose self-addressed stamped envelope, and Harry will be glad to give valuable pointers.

One Sunday evening a short time ago, a party composed of Engineers A. L. Spinner and Bill Dunn, and Conductor John Donnelly, of Watertown, were coming east, out of Henry, after spending the afternoon hunting pheasants. Spinner was pulling the latch on his "never tip" Chev., and as they came over a little raise in the highway, directly in front of them lay a huge pile of sand—about four truck loads—which had been dumped by the highway department, and protected by caution signals. Engineer Spinner went through the pile in regulation snowplow style, and luckily, the "never tip" Chevy remained right side up. The boys at Watertown cannot understand how a car full of honest to goodness engineers and a conductor could run a red flag, which was very much in evidence to warn passing sections of the loose gravel. When asked what alibi they had to offer, Spinner stated that according to rules and regulations, torpedoes should have been placed, in addition to red flag, and we presume it will be up to the South Dakota highway department to devise some means, whereby these Watertown "rails" can be warned of danger spots, by audible as well as visible signals, in the future. The boys have been invited to attend the next safety meeting.

Maurice Hanson, helper at Hancock, has been seen sporting a very large smile these past few days. It is thought that the educational department of one of the neighboring towns has something to do with it.

H. N. Oliver, agent, Maple Plain, and family, spent Christmas with relatives in Iowa, Telegrapher Magnus Johnson relieving.

Telegrapher Lehman of "WD" Willmar office, has been making a number of trips to the Twin Cities of late. We wonder what particular attractions they offer that would have an appeal to our quiet and conservative friend from "WD."

R. R. Morton, agent, Tintah, and family, who spent the holidays in Los Angeles, Calif., are expected to return early in January, unless Ralph lands the leading role in the new picture now in the making, entitled, "Why Railroad Men Leave Home." K. C. Kielty is holding his own at Tintah, during Morton's absence.

A. W. Gezewski, telegrapher, Sioux Center, hied himself off to North Dakota for Christmas.

Weekly shipments of from six to ten cars of live stock out of Hancock indicate very forcibly that Hancock is a splendid market, and also that the farmers are well launched on the diversified farming pathway. It means that somewhere around \$15,000 comes into that community weekly from these sales of live stock or better than \$50,000 a month.

C. C. Wamsley, locomotive foreman, and Fred Tarbox, machinist helper, Watertown, paid Willmar a visit November 23, and were favorably impressed with the terminal as a whole.

George Lihudis, section foreman, Sioux Center, has been making regular Sunday trips to Sioux City lately, and the boys at Sioux Center are unable to learn the reason but think it is mere window shopping. George says he purchased a couch there, but so far it has not showed up at Sioux Center.

The Order of Railway Clerks gave a dancing party at their lodge rooms at Willmar on the night of December 12, which turned out to be a success, socially as well as financially. The Melody Four Orchestra furnished music for the occasion; Lawrence Downs, train crew caller, walked off with first prize; Irwin Walker, roundhouse clerk, coming in a close second.

Cathryne Lawler and Earl Collier, clerks, superintendent's office, were all fed up on turkey during the Christmas holidays, each having won an 18-pound gobbler, for the big sum of two bits.

Mrs. Jack Garberick and Jacqueline, wife and daughter of superintendent's stenographer, Garberick, Willmar, spent the holidays at the home of Mrs. Garberick's parents at Flasher, N. D. On account of various chores around

the house, such as taking care of chickens, etc., Jack was unable to get away.

S. F. Langord, chief clerk, and family, Willmar, spent Christmas with relatives at Minot.

The following officers were elected for the ensuing year at the annual election of the O. R. C. No. 563, held at Willmar, November 13: J. B. Fitzgerald, chief conductor; C. W. Phillips, assistant chief conductor; J. T. Carruthers, secretary and treasurer; W. P. Hackett, senior conductor; P. H. Ristow, junior conductor; Jerry Scanlon, inside sentinel; Thos. McGraw, outside sentinel; J. E. Cleary, H. N. Hanson and J. B. Fitzgerald, trustees; H. N. Hanson, also being elected delegate to the Grand Division to be held at Jacksonville, Florida, in May, 1928.

Vice-President George R. Martin recently spoke before the Aberdeen Chamber of Commerce explaining the benefits which the Northwest in general would derive from the unification of the Great Northern and the Northern Pacific.

Switchman Fred Ervin, Sioux Falls, who met with an injury October 21, is still confined to his home.

The automobile season was officially closed in the Sioux Falls territory on December 11 when General Agent Thos. Simpson drained the radiator and removed the battery from his Chev.

R. H. Klucas, formerly at Watertown, has taken a position as clerk in the ticket and freight office at Aberdeen, relieving Mayme Wilson.

Second Trick Telegrapher Joe Larson returned safe and sound from his recent visit to Cuba. During his absence he was relieved by Operator Clinton Steed.

Wm. Dahlstrom, cashier at Aberdeen, spent Christmas with his parents at Herman, Minn.

First Trick Telegrapher R. E. Ankrum and family spent Thanksgiving day with relatives and friends at Webster City, Iowa. During his absence, Telegrapher Lars R. Anderson pounded the brass at Sioux Falls.

When Roadmaster Yseth returned to Sioux Falls after getting the line open after the recent blizzard, we noticed he had an unusual lot of match stubs in his grip. It must be that some of the rooms where he stayed were not comfortably warm. How about it, Hans?

Sioux City

Bill Clerk Buel Brown is the proud father of a new 7-pound son. Both mother and junior are doing fine. Congratulations!

Geo. Wenz, former roundhouse clerk at New Rockford, N. D., is now filling in the same position at this station, this vacancy being created by Stuart Rothwell's going to Willmar. Mrs. Wenz and two sons will arrive in the city in a few days.

Bill O'Brien is the owner of a new radio, and now stays at home every evening.

Switchman Yale Finley, who was hurt recently, his shoulder having been dislocated, is much improved and will be back to work in a short time.

Mrs. J. A. Knights, wife of Trainmaster Knights, who has been seriously ill for the last three months, having been at Rochester, Minn., almost two months, is now well on the way to recovery.

A blizzard and snow storm on December 6 and 7 all over this part of the country caused much extra work and delay to trains, especially on the Watertown line. One train crew on that line deserves much credit for putting in extra long hours, without food or sleep, in protecting livestock and other perishables in their train.

Stock and grain loading is increasing daily. The Watertown line is doing extra heavy stock loading, and the Yankton line is having heavy grain shipping.

On December 18 Sioux City dedicated a new \$1,750,000 Orpheum theatre. It is said to be the finest and most up-to-date theatre this side of Chicago, and will show nothing but first class Orpheum circuit shows.

Leonard Chandler, W. F. E. employe, has had the misfortune of losing his 7-months-old daughter after an illness of several weeks in the hospital. Sympathy is extended to the family.

Mac England, stevedore in Sioux City warehouse, left December 19 for Lamar, Mo., expecting to remain until after the first of the year. This will be his first trip back to his native haunts in 27 years.

Elroy Hultman, cashier, freight office, and wife, spent several days in Chicago and Milwaukee recently. While in Chicago he attended the Southern California-Notre Dame football game. He reported very cold weather there and was glad to return home. Madge Keating, assistant cashier, relieved during his absence.

Breckenridge

Alex Kuehn, day train caller, is around again and feeling fine after undergoing an operation for appendicitis.

Ney Jones, Clarence Adkins and family, Sadie McCarthy, and Frank Peschel, of the clerical force, Grand Forks superintendent's office, spent Thanksgiving in Breckenridge, and greatly diminished the local turkey supply.

H. D. Lord, day yardmaster, returned from his two-day November leave with an injured hand. It is hinted around that Harry attempted to tame "Felix, the cat," but we understand that Felix is still going on his trip around the world.

D. J. Ritchie, roundhouse foreman, Minot, was shaking hands with his old friends here last month.

Fireman Herman Devine is the proud papa of a fine baby boy.

Bess Anderson, trainmaster's clerk, spent Thanksgiving day with friends at Crookston.



About the SHOPS

DELTA

Alex Dorr, boilermaker helper, returned from Los Angeles December 15, where he was called on account of the serious illness of his mother, who died shortly after he reached there. Our sympathy is extended to Mr. Dorr in his sorrow.

Edward Hughes, erecting foreman, went to Havre for a few days in November, where he was called as witness for the company. Mr. Hughes reports a most enjoyable visit with his old friends, but admits he was glad to get back to the coast and our mild weather.

Dorand Richter, sheet metal helper and Mrs. Richter, announced the birth of a son on November 19.

Henry Young, car repairer, and wife, spent the Christmas holidays at Walla Walla, Wash.

Joseph Nechanicky, machinist helper, was at Odessa, Wash., for the holidays.

Ole Berg, wheelhouse helper, was a recent Spokane visitor.

Ernest Thornton, machinist helper, who was laid off in the last reduction of force, has moved his family to Kansas City, Kansas.

James Matthews, formerly machinist at Delta, is now working in the roundhouse at Interbay.

We believe that Stationary Engineer Vern Young, has a charmed life; at least that is what Car Repairer Helper Ray O'Brien seems to think after having picked Mr. Young's machine out of the fifty-foot gulch on the Mukilteo road on December 12. Mr. Young's car skidded on the icy road and made three complete turns in going over the embankment. Although the car was almost a total wreck, Mr. Young came out without a scratch.

Thomas Delaney, formerly roundhouse foreman at Delta, underwent a serious operation at Providence Hospital on December 8. His condition at this time is very critical. His many friends are hoping for his recovery.

GREAT FALLS

In search of SEMAPHORE material, we recently inquired of one Robert Medean, as to whether any of our employes on the repair track were off. "Yeah," he wise-cracked "my partner there, (indicating Bill Hyslop) is off half the time." Which all goes to show you can't tell by just looking at them.

We are glad to see Fred Curtis back to work after several weeks of illness with pneumonia.

Carl Helwig, assistant car foreman, left for San Antonio, Texas, via Portland and Los Angeles, for several weeks' visit with his son, Frank, who will be remembered as having worked in the car office at Great Falls several years ago. Mrs. Helwig will accompany him. Frank Helwig is a professor of electrical engineering at San Antonio.

The Great Northern Carmen's Association is sponsoring an entertainment and dance at the Masonic Temple, Saturday, December 17, for members of the local, their families and friends.

We are glad to hear that Ernest Baxter, boilermaker helper apprentice, is on the road to recovery from the grip of paralysis with which he is affected and we hope to see him back at work in a short time.

John Schlomer, blacksmith helper, is confined to the hospital where he underwent an operation for appendicitis. Latest reports indicate rapid improvement.



Frank J. Newman and wife contemplate a trip to California over the holidays visiting friends and relatives. They will be accompanied by Andy Mullen, carman apprentice, and wife.

A sizeable hole was made in Art Knapp's Christmas money recently when he was haled before the good judge to explain the necessity of violating the city's speeding ordinance. Art says he was climbing a hill in second gear when he was served notice to appear. That may be true but probably this was the first chance the officer had to catch up with Art.

Considerable interest is shown by repair track employes in the ancient game of horseshoe. Each noon hour, inside the car shed, the game may be seen in progress on six or eight sets. The air brake department team, after vanquishing all rivals contend that they are Great Falls "champs." This contention is evidently disputed, judging from the number of challenges received.

One of our popular carmen on the repair track has learned a lesson in regard to the city's ordinance on "jay walking." While attempting to cross the street recently, in the middle of the block, he was struck by an automobile and knocked down. While he was not in any way hurt or bruised, he became highly indignant at the motorist's apparent lack of perceptive faculties, and straightway marched himself off to the police station to report the incident. Imagine his consternation and chagrin when he was informed by those worthy officials that he escaped too lightly and should have his "head cut in." And only after calling forth some remarkable latent eloquency and persuasive powers, was he able to retire, somewhat ungracefully, without depositing the customary "jay walker's forfeit."

Frank Patterson, carman, is leaving for Wahpeton, N. D., shortly to spend the holidays with friends and relatives.

Gilbert Oakland, machinist, who has been off for the past several weeks due to having injured his eye, is reported as rapidly improving and we expect to see him back at work in the near future.

A great deal of interest is displayed by Great Northern employes in the advent of the new Ford car. According to John Larson, the new Ford is causing more comment and discussion than the coming presidential election. We expect to see many of our employes driving new Fords in the near future when they will be more available on demand.

An unofficial reportable accident has just come to our notice, slightly marring the splendid record of the boiler shop for the year 1927. The injury was to the person of old "Tom," venerable and relentless rodent annihilator, with headquarters in the boiler foreman's office. While on duty, in parts unknown, Old Tom injured his left fore leg, rendering him totally incapacitated for the pursuance of his regularly assigned duties for a period in excess of the reportable accident limit. While laid up with his injury, Tom has had ample time to reflect that safety first is good policy.

HILLYARD

Walter Hay, machinist, and wife are paying a visit to their parents at Brockton, Mass., which will extend into the New Year.

We wish to call attention to the broad smile worn by Dan Schemmel, caused by the visit of the stork to the home of his daughter on December 4.

Joe Bell's Garden

Above is shown the home of Joe Bell, florist at Hillyard shops, which illustrates what can be accomplished by earnest effort on the part of one man supplemented by the earnest co-operation of the officials, the grounds, which are covered with masses of blooms during the flower season, having emerged in the last few years from a mere cinder pit.

Marshall Jones, machinist helper, has purchased a home in Hillyard.

Z. D. Williams, who has been laid up for eleven months with a broken hip, was around the shops recently, visiting the boys.

Frank Dovey, machinist, who was injured in October, and who while still ill, was called to California by the serious illness of his mother, has returned to work.

William M. Lusk, machinist helper and son of Shop Foreman Lusk, was married on December 10 to Miss Isabelle Cooper, of Spokane. We wish the young couple every happiness.

The president of our shop craft association believes that he is pretty smooth. On December 2 he reported sick, but it was learned that he skipped to Newport, where he was married to Miss Irene Platts. We wish them every happiness and hope to see the cigars soon.



Presenting "The Duco Kid," otherwise Ray Welker, paint gun expert at Hillyard shops.

JACKSON STREET

P. G. Fritz, our genial traveling engineer, just paid the shops a little visit. While he is all business, and a hustler, he is never too busy to say "Hello."

Bob Platzer came "bustin'" into the shop a while ago, and announced, breathlessly, that the snow was falling "upside down." Charley Sanft stuck his head out of the door, and grunted. It was impossible to tell from Charley's expression whether or not he agreed with Bob. To tell the truth I would not know whether the flakes were right side up or not. There is no mark on 'em.

New Way To Shave —Just Turn A Crank

**\$30-\$66
A DAY
TO
AGENTS**

Amazing new invention revolutionizes shaving. Makes any kind of blade last for months and even years. Just turn a simple little crank for 11 seconds, and the trick is done. Takes all the grief out of shaving and make it a positive pleasure. Keenest shaves ever! Nine out of ten men want to own KRISS-KROSS the minute they see it. Wonderful money maker!



WRITE FOR OFFER

F. Niehaus made \$66 in one day. C.E. Conklin took \$22 in 2 hours. Send for details and find out about FREE mystery razor you give every man to boost sales. Also \$5000 sales-course manual to new representatives. Shows exactly how to reap big profits. Write today.

RHODES MANUFACTURING COMPANY

Dept. A-2742, 1418 Pendleton Avenue, St. Louis, Mo.

If a fellow bumps his head, or cuts his finger, or hurts his eye, or something, I don't understand why he has to go and tell whether he is married or not. Gee, that ought to make no difference. Next time I go over there I am going to say "No" and just see what she does.

Fred Marvin, who was the oldest engineer in active service on the Great Northern, passed away after a short illness December 13. Mr. Marvin was set up as an engineer on June 1, 1880, and had been in continuous service to within a few days before his death. He had many friends about the shop who will miss him sadly and who extend their heartfelt sympathy to his bereaved family.

Steve Unger, with a party of young friends, attended a social gathering at New Brighton the night of the big snow storm. All was just lovely until they started home just before breakfast, next morning. Steve bought new overalls, a pair of overshoes, and a snow shovel, and worked all day to get his car through the drifts. Too bad, Steve.

Jesse Rowan, the saw spoiler of the filing department, has also learned a lot about flowers. He went into the flower raising business some time ago, but with poor results; they would not grow, and so he decided that they were root-bound, and gave them a shot of castor oil. Now leave it to Jesse; he knows what the flowers need.

With regard to repairing machinery, Fred Holst and Jesse Rowan are the two men who have made themselves worth while to the G. N. Railway, when it comes to saving. They took a planer machine apart for repairs and when the good work was all done, found that they had too many parts—about one-half bushel left. That's what I call SAVING. These boys sure are natural born experts. How about it?

ST. CLOUD

Construction of a sixty-five foot two story extension to St. Cloud store, and the remodeling of the old portion has just been completed, making the St. Cloud store one of the finest on the system. The entire first floor, with the exception of a 13 by 19 foot space for the foreman's office is used for storing of material, and is equipped throughout with open type steel shelving of the latest design, for the storing of small material, and island platforms for the heavy and bulky material that can not be placed on shelves. The store room is heated with Modine heaters, a combination of steam and hot air, four units being installed which heats the entire store room very comfortably. The second floor is used for offices, being divided to provide for both the store and shop superintendent's office force, and the offices are modern and complete in every detail. Offices are painted white with battleship gray trimming, which permits of a maximum amount of light. The offices are declared to be the finest on the line.

Leo P. Grossman, timekeeper St. Cloud store, received a mysterious note a short time ago. The note appeared to him to be written in some foreign language, and he passed it around the office to see if there was anyone who could translate it, but fortunately it was not written in what he supposed to be a foreign language but in shorthand, and when translated brought out a smile that will probably hang on forever.

E. E. Ehrlich, chief clerk St. Cloud store, who has become famous both in fishing and hunting, went out for a short time a few days ago, and returned with eight snow-shoe rabbits, thirteen cottontails and three jacks. He defies any sportsman to equal it in double the time he was out, and gives them the privilege of taking salt along if they so choose.

E. J. Nelson, clerk St. Cloud store, who underwent a serious operation at Rochester about six weeks ago has returned to his duties, very much improved in health.

Ben Quincy, oilhouse foreman, St. Cloud shops, has just returned to his duties after being confined to his home for two weeks, suffering from incipient pneumonia.

F. J. Fishbeck, clerk at Dale St. store, and Owen Cunningham, clerk at Clearwater Junction yard office, were St. Cloud visitors on December 1. Both appeared to have eaten a hearty breakfast, and showed no signs of attempting to reduce.

Sympathies are extended to Roof Gang Foreman Henry Hall on account of his being on the sick list. Carman John Marquardt is filling the vacancy caused by his absence. The boys wish Mr. Hall a speedy recovery.

Carman Joe Oien has returned to work, after being on the sick list a short time.

Carman Claus Lembcke made a business trip to St. Paul a short time ago.

Machinist Theodore Theisen has announced the arrival of an 8-pound baby girl born on December 2. Ted feels quite proud of his family.

Only a half dozen men were missing from the machine shop during the recent blizzard.

Martin Speiser, of the stripping gang at the horn, says that snowshoes and skis will be a part of his future equipment. Martin lives at St. Joe.

Recently, Al and Ambrose Mock drove to Albany to get some young pigs. On their return they stopped at Avon. During their brief stay there, night came, and the boys hurried for home, where, upon arrival, they discovered that they were minus the grunterns. Coming back to Avon to investigate, they met some acquaintances who smiled in a significant manner and asked Ambrose if one of the grunterns was blind.



The above cartoon by "Jake" Hohman, shows Frank Reberg of the blacksmith shop while out hunting recently north of the "Rapids." Frank had just previously acquired what he termed a valuable beagle hound. Soon this dog scented a trail and Frank was alert when Mr. Rabbit showed up, but unfortunately the beagle got in a "B" line of the charge and fell dead; so Br'er Rabbit sought other and safer quarters.

At their annual election Carman Local No. 3 returned the following officers: President, Thomas Blissenbach; financial secretary and treasurer, Lawrence Cleal; local chairman, Abe Peterson; committeeman, Wilfred Schwartz; trustee, Adam Barker.

November 25 will long be remembered by the carmen as on this date the boys and their wives enjoyed a real old time "get together." Cards were played, with the prizes going to Mrs. Joseph Sleeve, ladies' first; Mrs. Earl Ehrlich, ladies' second; gentlemen's first prize to Thomas Blissenbach and second to Herbert Boerger. At nine o'clock dancing was enjoyed. Music was furnished by the Cold Spring old-time orchestra. From all we hear of the affair, it is presumed that the few who did not attend are regretting their neglect.

Carman and Mrs. Math Malisheski were blessed with a daughter on November 19. Math is a member of the local SEMAPHORE staff.

Joe Steichen, car checker, St. Cloud shops, has returned from a two-weeks' vacation and hunting trip. He reported that while the birds were pretty wild, having determined to have a duck dinner, and being a great believer in the adage, "All good things come to he who waits," he kept up a diligent watch, which was not confined to the sun up to sun down limit, as provided by law, nor to Minnesota's ten thousand lakes; returning from a social gathering about 2 a. m., one balmy morning, he was startled by what seemed to be the flap of a bird's wing. Still having that long anticipated duck on his mind, he investigated, and was rewarded by finding a nice big Mallard that had evidently been attracted by the street light, as Joe declares there was no

water there; and you can believe it or not, but Joe had his duck dinner.

Carl Wegner is planning a trip to Miami, Florida for the winter months. What is the matter Carl, can't you keep warm nights?

The liberality of the lumber force in making donations to the Salvation Army and the other charitable causes is very much appreciated.

Frank Esplan, lumber yard shipping clerk, and a taxidermist by trade, suffered a serious loss on December 7, when his work shop caught fire and was completely destroyed. The building, and all its contents consisting of some valuable mountings of deer, elk, and game birds, were destroyed. Be it also understood that a fine specimen Mallard belonging to Anton Carlson was also included in the loss. We extend our sympathy, Frank.

Dramatic scenes of the covered wagon days were enacted Wed. Dec. 7, when a large group of shopmen challenged the elements of the season, in their determination to make the trip from Waite Park to St. Cloud and Sauk Rapids with their cars. Snow had been falling steadily, and coupled with a severe gale, piled up drifts that became impassable; yet the boys faced the situation calmly and forced their cars forward until half the distance was covered, when they struck drifts that were over 8 feet in height. At this time Carman Carl Mouski Jr., veteran of the World War, came into the limelight by walking ahead and safely piloting the twenty-five or thirty cars around the drifts and through swamps and plowed fields, until main street was reached, and conditions became more favorable. Everyone reached home, thrilled with one of the most interesting experiences of his life.

Carman Andrew Virden is the proud daddy of a fourth son born Nov. 19.

Carman and Mrs. Edwin Weber spent the Thanksgiving vacation at Mason City, Iowa.

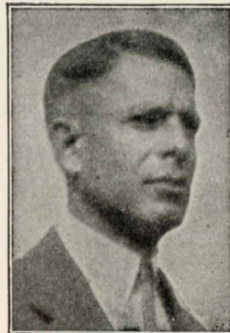
SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

The Somers basket ball team, known as the "Somers Bull Dogs," has been reorganized for the season of 1927 and 1928. The new team is composed of

Allen Milne, Farrell Anderson, Harold Collins, Paul Kaufman, Bill Hissong, Bob Hissong, and John Boorman. In a recent game with Whitefish the Somers boys were on the short end. In view of the fact that the Whitefish team had two players who were formerly chosen as all state men, the Somers team did very well in their attempt to come out victorious.

The final score of 32 to 18, shows that our team deserves considerable credit for holding



the Whitefish boys to such a score. A preliminary game between the Boy Scouts team, coached by L. H. Schimpf, and the second high school team, resulted in a victory for the high school. The attendance was fair, but by no means what it should be. These boys have organized a basket ball team on their own initiative with no coach. They figure out their own plays, and they are at least entitled to the support of the fans of Somers, by a full attendance at their games.

Fishing at the mouth of Bigfork River in Flathead Lake has been exceptionally good this fall. Many fine catches have been made, and to date Fleck and Hoppee seem to carry off the honors. Last Sunday these two "fish mongers" landed an eight-pound Dolly Varden. After playing the big fellow for about fifteen minutes, Gus said, "Don't get him up too close to the boat." Charlie was beginning to feel the strain of being overworked and replied, "How in — am I going to get him in the boat if I don't get him near the boat?" "All right, all right," says Gus, "but whatever you do, don't lose 'im." A fish dinner was held at the hotel a few days later with Mr. Bull Trout very much in attendance.

The autoists of Somers and vicinity will be very glad to hear that through the efforts of the Somers Good Roads Association, the long looked-for cut-off through A. W. Van Rinsum's place has been obtained. This is a fine piece of work, and a vote of thanks is extended to all those whose services were offered to complete this new road, as the old road was becoming impassable.



A Somers Quintet

Speaking of group pictures—how is this one? From left to right: Al Erickson, Eric Johnson, Hans Westman, Carl Bolin and L. B. Hagen. I do not know why these gentlemen are posing. Al Erickson is either delivering a lecture or the boys are getting ready for a poker party. However, from the dignified expressions registered, it must have been a solemn occasion.



Somers Sawmill

We are indebted to Thebo Marcoe for the above picture of the Somers sawmill. Thebo has sent in many pictures for the SEMAPHORE and they are very much appreciated. Views

are always welcome, also pictures of yourself. Get busy, some of you old timers, and send in some pictures of the early days around Somers.



Great Northern Traffic Representatives



BELLINGHAM, WASH.—212 Kulshan Building—
C. D. Thompson District Traffic Agent
212 Kulshan Building—
R. M. Smith City Passenger Agent
BILLINGS, MONT.—311 Electric Building—
J. F. Kelly General Agent
BOSTON, MASS.—294 Washington Street—
Charles H. Walker General Agent
Shop 3, Little Bldg.
John H. Kenney New England Passenger Agent
BREMERTON, WASH.—Consolidated Ticket Office—
A. F. Lee Agent
BUFFALO, N. Y.—683 Ellicott Square Building—
Geo. Eighth, Jr. District Passenger Agent
A. Kneubuehl Commercial Agent
BUTTE, MONT.—513 Metals Bank Building—
E. O. Boyle General Agent
D. E. Wilder Agent, Consolidated Ticket Office
CHICAGO, ILL.—113 South Clark Street—
E. H. Moot General Agent, Passenger Department
S. M. Farrell Ass't General Agent, Pass. Department
Carl F. Ellwanger Traveling Passenger Agent
W. S. Weber Traveling Passenger and Immigration Agent
527 Chicago Trust Building—79 West Monroe Street—
T. J. Shea Assistant General Freight Agent
CINCINNATI, O.—609 Traction Building—
J. H. Brinkman General Agent
John E. Westerfield Traveling Passenger Agent
CLEVELAND, O.—508 Hippodrome Building—
F. P. Engel General Agent
F. L. Cobb City Passenger Agent
DALLAS, TEX.—1013 Southwestern Life Building—
I. H. Turner Southwestern Freight and Passenger Agent
DES MOINES, IA.—305 Equitable Building—
W. M. Romine District Passenger Agent
A. J. Cheeseman Traveling Freight Agent
C. A. Rand Traveling Passenger and Immigration Agent
DETROIT, MICH.—Main Floor Lobby—Transportation Bldg.,
131 Lafayette Blvd.—
E. B. Clark General Agent
H. G. Scheutte Assistant General Agent
W. J. Rintoul Traveling Passenger Agent
DULUTH, MINN.—422 West Superior Street—
H. R. Carl General Agent
C. M. Cornelius District Passenger Agent
E. E. Roecker City Passenger Agent
D. M. Brier Traveling Freight Agent
307 Alworth Building—
W. T. Power Assistant General Freight Agent
EVERETT, WASH.—
J. F. Boettner General Agent
H. E. Stephens Ticket Agent
FARGO, N. D.—603 First Nat'l Bank Bldg.—
J. L. Rohan General Agent
M. Uthus G. N. Station Ticket Agent
GRAND FORKS, N. D.—25 Clifford Building—
J. H. Griffin Division Freight Agent
P. G. Holmes G. N. Station Ticket Agent
GREAT FALLS, MONT.—802 First National Bank Building—
C. F. O'Hara General Agent
J. F. Beckett Traveling Passenger Agent
Chas. Doherty G. N. Station District Passenger Agent
HELENA, MONT.—Placer Hotel Building—
W. J. Garrity City Passenger and Ticket Agent
S. A. Garrity General Agent
KANSAS CITY, MO.—516 Railway Exchange Building—
V. E. Jones General Agent, Passenger Department
L. C. Hodkins General Agent, Freight Department
E. K. O'Brien Traveling Freight Agent
F. H. Reeves Traveling Passenger and Immigration Agent
KLAMATH FALLS, ORE.—
C. N. Christopherson General Agent
LEWISTOWN, MONT.—
D. C. Bates Traveling Freight and Passenger Agent
LOS ANGELES, CAL.—605 Central Building—
W. E. McCormick General Agent
H. D. Day Traveling Freight and Passenger Agent
S. L. Williams City Passenger Agent
MILWAUKEE, WIS.—812 Majestic Building—
E. A. Fradenburgh General Agent
B. C. Culbertson Assistant General Agent
T. L. McDonald, Traveling Passenger and Immigration Agent
MINNEAPOLIS, MINN.—534 Metropolitan Life Building—
S. A. Volkman General Agent
524 2d Avenue, South—
R. C. Michkils General Agent, Passenger Department

MINOT, N. D.—
R. F. Mills General Agent
Fred Anderson General Station Ticket Agent
NELSON, B. C.—421 Baker Street—
E. L. Buchanan City Freight and Passenger Agent
NEW YORK, N. Y.—595 Fifth Ave., at 48th Street—
M. M. Hubbert General Eastern Passenger Agent
F. M. Schnell District Passenger Agent
Henry Deissler City Passenger Agent
J. E. O'Connell City Passenger Agent
S. A. Dougan City Ticket Agent
233 Broadway—
H. G. Dow Assistant General Freight Agent
J. A. Werne Commercial Agent
OMAHA, NEB.—308 Paxton Block—
Wm. Blonder Traveling Passenger and Immigration Agent
PHILADELPHIA, PA.—401 Finance Building—
W. F. Doane General Agent
Edmund H. Whitlock Traveling Passenger Agent
F. A. Diedel City Passenger Agent
PITTSBURGH, PA.—208 Oliver Building—
P. H. Yorke General Agent
J. S. McDonald Traveling Passenger Agent
L. D. Kidd City Passenger Agent
PORTLAND, ORE.—201 Morgan Building—
W. E. Hunt Assistant General Freight Agent
H. Dickson City Passenger Agent
J. H. Running Traveling Passenger Agent
3d and Washington Streets—
A. L. Arnold Agent, Consolidated Ticket Office
ST. LOUIS, MO.—517 Boatmens Bank Building—
J. M. Sanford General Agent
C. O. Layton Traveling Passenger Agent
E. L. Vierling City Passenger Agent
ST. PAUL, MINN.—Fourth and Jackson Streets—
A. L. Johnston City Passenger Agent
W. G. Mitsch Ticket Agent
W. D. O'Brien General Agent, Freight Department
712 Great Northern Building—
W. C. Thorn District Passenger Agent
A. E. Hathaway Traveling Passenger Agent
SAN FRANCISCO, CAL.—1009 Hearst Building—
A. J. Aicher General Agent
J. C. Javet Traveling Passenger Agent
Leo K. Spry City Passenger Agent
SEATTLE, WASH.—414 Douglas Building—
H. W. Costigan General Agent, Freight Department
407 Douglas Building—
C. W. Mahoney District Passenger Agent
A. J. Arrive Traveling Passenger Agent
James Johnstone Traveling Passenger Agent
1403 Fourth Avenue—
J. W. Young General Agent, Passenger Department
T. J. Moore City Passenger Agent
SIOUX CITY, IA.—516 Nebraska Street—
P. J. Donohue General Agent
G. R. Norton City Passenger Agent
SIOUX FALLS, S. D.—504 E 8th St.—
Thos. Simpson General Agent
O. D. Tibbetts Traveling Agricultural Development Agent
SPOKANE, WASH.—Davenport Hotel—
J. S. Bock General Agent
R. C. Murphy City Passenger and Ticket Agent
N. D. Keller City Passenger Agent
A. Alstrom Traveling Passenger Agent
SUPERIOR, WIS.—1227 Tower Avenue—
R. F. Willcuts Joint Ticket Agent
A. L. Gilmore Contracting Freight Agent
TACOMA, WASH.—116 South 9th Street—
M. J. Seabrook General Agent
F. P. Herbert City Passenger Agent
TORONTO, ONT.—507 Royal Bank Building—
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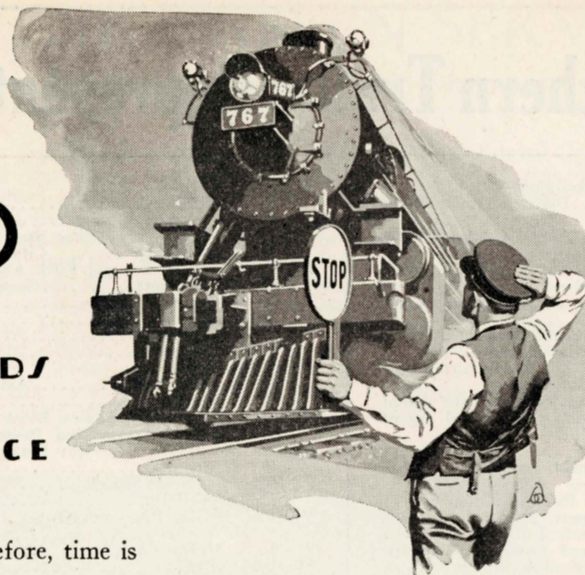
MILEAGE OF THE GREAT NORTHERN RAILWAY SYSTEM

Great Northern Railway (including 401 miles
trackage rights) 7,530 Miles
Duluth Terminal Railway 2 Miles
Manitoba Great Northern Ry. 16 Miles
Midland Ry. of Manitoba 6 Miles
Watertown & Sioux Falls Ry. 102 Miles
Minneapolis Western Ry. 2 Miles
Brandon, Saskatchewan & Hudson's Bay Ry. 69 Miles

Crow's Nest Southern Ry. 34 Miles
Nelson & Fort Sheppard Ry. 55 Miles
Vancouver, Victoria & Eastern Ry. & Navigation
Co. 230 Miles
Montana Eastern Ry. 108 Miles
Great Falls & Teton Co. Ry. 9 Miles
Spokane, Coeur d'Alene & Palouse Ry. 179 Miles
Total 8,342 Miles

300

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RAILROADS
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TODAY, more than ever before, time is money!

Modern machinery speeds up production and modern railroads speed up travel.

All branches of railroad service are today demanding greater efficiency. . . . The mechanical department seeks methods of increasing power and decreasing fuel consumption. Bridge and building men must be familiar with the most modern types of railroad structures. Car inspectors must understand the construction of all kinds of cars.

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Three hundred American railroads, in an effort to produce the highest type of workman, have adopted the International Correspondence Schools home-study method for training their employees in the theory of their work.

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The I. C. S. will notify your employer of your progress, giving the names of the lessons completed and the percentages awarded. Officials of so many roads have asked for this information about ambitious employees that it is now a regular part of our service.

Don't turn this page until you've clipped the coupon. Mark it and mail it for full particulars about the line of work you want to follow.

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Without cost or obligation, please tell me how I can qualify for the position, or in the subject, before which I am marking X in the list below:

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| <input type="checkbox"/> Locomotive Engineer | <input type="checkbox"/> Rate Clerk |
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| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Bookkeeper |
| <input type="checkbox"/> Roundhouse Foreman | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Trainman and Carman | <input type="checkbox"/> Industrial Management |
| <input type="checkbox"/> Electric Locomotive and Train Operator | <input type="checkbox"/> Executive Training |
| <input type="checkbox"/> Conductor | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Machinist | <input type="checkbox"/> Secretarial Work |
| <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Pipefitter | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Blacksmith | <input type="checkbox"/> Practical Telephony |
| <input type="checkbox"/> Tinsmith | <input type="checkbox"/> Diesel Engines |
| <input type="checkbox"/> Coppersmith | <input type="checkbox"/> Gas Engines |
| <input type="checkbox"/> Electrician | <input type="checkbox"/> Airplane Engines |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Plumber |
| <input type="checkbox"/> Painter | <input type="checkbox"/> Roundhouse Machinist |
| <input type="checkbox"/> Carpenter | <input type="checkbox"/> Common School Branches |
| <input type="checkbox"/> Apprentice Training | <input type="checkbox"/> High School Subjects |
| <input type="checkbox"/> Railroad Construction | <input type="checkbox"/> Car Repairer |
| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Car Inspector |
| <input type="checkbox"/> Bridge Building | <input type="checkbox"/> Mechanical Drawing |
| <input type="checkbox"/> Concrete Work | <input type="checkbox"/> Surveyor <input type="checkbox"/> Chemistry |
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| <input type="checkbox"/> Structural Engineer | <input type="checkbox"/> Personnel Management |

Name.....

Occupation..... Employed by.....

Street Address.....

City..... State.....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

While inspecting his train at Red Eagle, Mont., recently, Brakeman W. A. Decker discovered a broken arch bar on a car of grain. This timely discovery may have prevented a serious accident and Mr. Decker has received official commendation for his close attention to duty.

On November 4, Conductor G. O. Frank discovered a broken rail in track just east of the east switch at Ralston, N. D., which he reported and his prompt action undoubtedly prevented an accident, and earned him commendation.

While Engineer R. J. Laird was on extra 2107 east, near mile post at Epping, N. D., he discovered a broken rail which was reported. His action is appreciated as having been the means of avoiding a probable accident.

Conductor F. P. LaFlame discovered the same rail near Epping, N. D., on eastbound track while on extra 2107 and reported it. Such prompt action on the part of engine and trainmen prevents many potential accidents, and is deeply appreciated.

On November 19, while inspecting train of extra 3129 west, at Blythe, Mont., Brakemen F. I. Sauls and H. S. Kleiv found a six inch piece broken out of wheel of NP 31983 and had the car set out at Blythe for repairs. Their prompt action probably avoided accident and they deserve commendation.

The vigilance of Agent John Irving, Dryden, Wash., has been commended in connection with his discovery that the brake rigging was dragging on extra 3355 east as it passed his station on November 24. Credit has been placed with his personal record due to his prompt action in having the train stopped at Monitor and the trouble investigated and repaired.

A broken rail was discovered on November 27 on east bound passing track at Snowden, Mont., by Conductor F. G. Hein and Brakeman J. H. Brown of Glasgow. These men have been complimented for their watchfulness which resulted in having section men promptly make repairs and probably avoid a serious derailment.

The four men on the Kalispell Division whose names are given below, have been commended, but their place of residence and some other details were not sent in:

J. C. Diver, brakeman, discovered broken arch bar on car at Blackfoot, Mont., while inspecting train.

Wm. Eschwig, brakeman, noticed arch bar broken on a car while his train was standing at Stryker, Mont.

F. H. Franzen, lineman, discovered and promptly reported dragging brake beam on passing train at Red Eagle, Mont.

E. H. Miller, brakeman, discovered broken arch bar on car while looking train over at Bison, Mont.

Figure This Out!

F C. MEYERS OF Vancouver recently sent the following in and suggests the married folks try it. If you are single, save it and try it later:

The figure 3854 is said to be a mysterious one. Add together

The year of your birth,

Your age,

Year of your marriage,

Number of years married.

The total will always be 3854. You may not believe it, but try it and prove it.

Great Northern Semaphore

Meritorious Mention

At Absaraka, N. D., on October 9, Brakeman George Crowder discovered a broken arch bar on CB&Q 116367 car of grain for Minneapolis, and had the car set out for repairs. His careful attention doubtless prevented an accident and

he has been commended.

Conductor Charles R. Wegman on extra 3090, on October 16 found a broken rail between Sutton and Glenfield, N. D. He immediately notified the section foreman at Sutton, who made repairs. This promptness prevented any chance of accident and due credit has been given Mr. Wegman.

T. J. Papineau, brakeman, Kalispell Division, has been officially commended for painstaking inspection of train at Nimrod, Mont., on December 10, which resulted in his discovering broken arch bar on car of wheat.



What Time Do You Have?

If you ask that question of Conductor Thomas or Engineer Sullivan, of the Rock Island "Midcontinent Special," they will both answer: "Hamilton time." These veterans in railroad service know that Hamilton time means accurate time; Hamilton, to them, is just another word for accuracy.

And that's the way most railroad men feel about it. They know that Hamilton is all that a railroad watch should be—a timepiece of accuracy, sturdiness and dependability. They know that Hamilton embodies every worthwhile feature known to watchmaking science, even though its makers never boastfully "blow smoke" about it.

When you need a watch—and perhaps during 1928 you will want to make a change—insist on owning a Hamilton. That is the best way of insuring yourself watch satisfaction. Write for a copy of the new Hamilton Time Book and folder dealing with the various railroad models. You will find them both mighty useful.

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Hamilton railroad models are now available fitted with either the famous Hamilton 992 movement, 21 jewels, adjusted to five positions, or the Hamilton 950 movement, 23 jewels, adjusted to five positions. Your jeweler will be glad to show you any of these models—in filled white, green or yellow gold.



I AM the Great Northern Railway . . . Eleven thousand miles of tracks, sixty thousand cars and twelve hundred locomotives are my body and sinew . . . Thirty thousand loyal workers are my heart and soul . . . You and I and the Northwest have all grown up together . . . When I came buffaloes roamed the plains; the mountain fastnesses held secure their secrets . . . I blazed my trail and laid my bands of steel.

All has changed since then . . . Christmas carols float through the air to thousands of happy Yuletide firesides where, when I came, no man abided.

Prosperity and disappointment we have shared alike—and together—during these many years . . . You have conquered the soil, the forests, the streams, and the mountains . . . Together we face the future with confidence, happy in the thought that the future of the Northwest is before and not behind us.

As You and Your Dear Ones gather around your Christmas trees, I wish you well . . . We are with you in spirit although many of my numerous family are scattered from their firesides because now—this minute—I am hurling snow from my rails, my trains are rushing to you with those you love, bringing to you from the outside world gifts and things that add to your Yuletide pleasures, and carrying the products of your toil and skill to distant marts.

Ceaselessly, tirelessly, vigilantly, I carry on . . . Your interests are my interests; your hopes, my hopes; your successes, my successes.

May all of you—and the 30,000 men and women who are a part of me—enjoy a happy Christmas, and the realization of your fondest hopes during the coming year!

GREAT NORTHERN

A Dependable Railway