

STORY OF THE BURLINGTON

Interesting Alliance Pictures and Articles Regarding the Wyoming Division, from the February Number of Burlington Employes' Magazine.

Many New Yorkers believe that God made everything east of the Hudson and that the rest of the United States is inhabited by Indians, robes and buffalo. Nor are the Gothamites alone in this opinion, for other down-east inhabitants incline to a similar belief. Some who think they know about the west, would tell you about its wild and woolly lack of civilization.

Should you happen to mention Alliance, the average easterner who knew the least thing about the west would immediately imagine three Indian tepees, five saloons and a dozen humans divided equally as to racial characteristics.

However, Alliance is far from that, as Superintendent Weidenhamer's interesting story shows. It is the headquarters of one of the largest railroad organizations in the Burling-

ton system—and that means in the world. Here is Mr. Weidenhamer's article:

(By Supt. Weidenhamer)
The Alliance division is one of the feeble minded divisions and of course is a very poor paying proposition. We have Superintendent Weidenhamer, who came up from the ranks of the trainmen, consequently never had very much experience in railroad matters outside of that.

Mr. Rayeroff, our master mechanic, was only a machinist in the shop, consequently he never had very much experience outside of that department.

Our power is very poor and will only develop about 110 per cent efficiency. Trainmaster Nelson was only a brakeman and conductor. Mr. Holtorf, our assistant superintendent, used to work in the store department for Mr. Waterman, but we do not know whether he received a dating nail or not. He then went through the track department as foreman and roadmaster.

Our chief dispatcher, Mr. Gavin, came up from an operator and track dispatcher. Mr. Hively, chief clerk to the general superintendent, started in life as a bell hop, then took a course in business college and finally landed in the store department under Mr. Waterman, where he received treatment and a dating nail.

Our road foremen, Messrs. Morrison and Davenport, started their railroad careers as firemen and went through the line of firemen and locomotive engineers.

On this division we pad our tonnage and over-time reports and cover up all engine failures; and by jockeying around we manage to keep on the pay-rolls, but what could you expect of a bunch of this kind who associate with such characters as "Deadwood Dick," "Calamity Jane" and "Tim Coleman?" However, the nearest any of us have been to these characters is their graves.

Our main line passenger trains are managed by General Managers Johnson, Cotant, Reed, McDonald, Ponath, Andrews, Armour, Bennett, Gaddis, Zollinger, Stewart and Betebenner, and Assistant General Managers Miliken, Rennau, Allen, Fitzpatrick, Tillett, M. F. Nolan, P. J. Nolan and George Reid, McWade and Riddle.

We have for roadmasters Wilburn, Johnston, Hoenshell and Gilmore. These men have been brought up in the track department, and have only had about 25 or 30 years experience. Consequently they are beginning to understand track matters pretty well.

E. W. Bell, our master carpenter, has only had about 20 or 40 years experience, consequently he is get-

ting along reasonably well in his department.

On the Deadwood line we have Conductor Jack Knowles, of the Spearfish run, who is conductor, trainmaster, roadmaster and supervisor of bridges and buildings, and he takes care of the job. On the Hot Springs line Conductor J. H. Cantlin holds a similar position. Lead and Deadwood yards are handled by A. D. Snow and Fred Skallinder, and about all they have to do is to switch, walk, swear and get blocked in whenever they can.

On the main line locals between Edgemont and Alliance we have Bill Johnson and Bill Beach; between Alliance and Seneca we have Frank O'Connor and Charles Rider; on the east end between Seneca and Ravenna we have Lou Ferrier and Lor-

um Theodore Halverstadt. There is

over the Black Hills territory go down there to gather them, as they make the finest jelly and jam a person ever tasted. You also find wild strawberries and wild red raspberries along the 1st of August.

H. M. Thompkins, superintendent of the Lake Shore, located at Buffalo, N. Y., who was formerly a Burlington man, spent his vacation in the Black Hills the past summer and said it was one of the best vacations he had ever had.

The Homestake Mining Company, the largest gold mine in the world, is located at Lead, S. D., on the Burlington. They have just recently installed an electric plant near Spearfish which furnishes all the power to run their machinery in the different mines. The cost of this plant was something around \$1,500,000. They handle about 4,000 tons of ore a day



OLD DEPOT AT ALLIANCE

Deadwood is located in the very heart of the Black Hills—the "richest 100 square miles in the world."

Deadwood, the county seat of Lawrence county, is the business center of the Black Hills and, surrounded as she is with nature's wonders, is indeed a beautiful place. Deadwood has a population of nearly 5,000 people and everything can be found here that is to be found in the larger cities.

The city has a fine theater, public library, federal building, county court house, two clubs—The Deadwood Business Club and Elks Club—and it has just completed an auditorium building that is the very best to be found in the state.

We are only three miles from Lead City, the second largest city in the state, at which the Homestake Mining company mines and mills are located. The Homestake Mining company is the largest low grade mining company in the world. Any one visiting Lead should not fail to visit it.

The Burlington reaches Deadwood with a line of railroad 105 miles in length, running north from Edgemont through the very center of the Black Hills. This is one of the most picturesque routes in the world and is only exceeded in natural beauty by the Spearfish line, which is 40 miles in length, running from Deadwood to Spearfish through Spearfish canyon.

A visitor to Deadwood should not fail to make the Spearfish trip. Conductor Jack Knowles, who has been running on this line for a number of years, is always willing to explain the different points of interest to the traveler. Some of the finest trout fishing in the country is to be found in the Spearfish river, a mountain stream running through the canyon.

Deadwood and Lead are connected by a trolley line owned and operated by the company. The trolley car makes the trip between Deadwood and Lead every forty minutes.

The trolley run is handled by two crews, consisting of a conductor "to take in the money," and a motorman "to turn on the juice." The present crews are Eric Skallinder, conductor;

Deadwood and Lead to handle the freight business between the above mentioned points and the junction at Englewood.

Hot Springs, one of the greatest health resorts in the United States, is located in the Southern Hills and is reached by a branch from the Deadwood line, 13 miles in length, the junction being at Minnekahta. The government National Sanitarium for disabled soldiers and sailors is located at this point.

The following offices are maintained at Deadwood: Assistant superintendent's office: C. C. Holtorf, assistant superintendent; H. H. Giles, assistant chief dispatcher; John L. Biedermann and C. M. Mackey, trick dispatchers. Commercial agent's office: J. L. Bentley, better known as "Jim" Bentley, commercial agent; and V. L. Yeager, chief clerk.

The local freight office is in charge of E. A. Chambers, agent, and H. F. Wertemberger, cashier. Ticket office is in charge of W. T. Robertson, ticket agent, and E. P. Lowe, assistant ticket agent.

The dispatcher's office at Deadwood handles the dispatching of trains on the main line between Deadwood and Edgemont and also on branch and narrow gauge lines.

J. T. Gilmore, roadmaster, is located at Hill City and has charge of the line from Edgemont to Englewood and Keystone, Hanna and Hot Springs branches.

Any of the boys who contemplate taking a vacation will do well to consider the Black Hills, and we feel sure that they will not be disappointed with the attractions to be found in this country. The boys there will be very glad to do all possible to make their stay a pleasant one.

Alliance is one of the best cities of its size in the west. Its stores and shops are up-to-date in every respect and the volume of Burlington patronage is large, as a result of the merchants' efforts to please.

Among the business houses in the city which cater especially to Burlington patronage are The Famous Clothing Store, A. D. Rodgers, Norton's, the Mallery Grocery Co., G. L. Darling, F. E. Holsten, The Alliance Herald, the First National Bank and H. F. Thill.

Announcements of these institutions will be found in another part of this issue of Burlington Employes' Magazine. That they are making a strenuous effort to cater to Burlington men is evidenced by their advertisements in the magazine and the editors of this publication are pleased to be able to say a good word for them in this manner.

Alliance Division of the Burlington is thoroughly wide-awake in every respect, and its men are among the

thought that an investigation will be necessary as it was eleven below zero at the time of the wreck and the rails too frosty for surety down the incline from the viaduct.

About every man, woman and child in town was on hand at some time in the day to superintend the removal of the debris, the cold or the snow underfoot and the damp did not discourage the sightseers. It does not happen every day, a wreck inside the city limits, devoid of morbid incidents, therefore perfectly enjoyable to everybody, unless, perchance, the company had some regrets.—Sidney Telegraph.

OFF TO THE BIG SHOW

A. D. Rodgers left on 42 Tuesday morning for Omaha, where he went to attend the big "Made in Nebraska Show", which has been announced through these columns, and also to attend the annual meeting of the Federation of Nebraska Retailers, being a member of the executive committee of the last named organization. He will probably remain in Omaha until the close of the above named show, which will be February 15th.

A BATTLE FOR CARS

Lowry & Henry, western Nebraska agents for the Ford and Studebaker automobiles, started in business September 1st of last year, succeeding J. C. McCorkle, whose business they purchased. They have an immense sales room and a completely equipped garage, the repair department handling work all over their territory. A carload of Studebaker autos will arrive next Wednesday, having been shipped from the factory at Detroit on Monday of this week.

The following clipping from The Studebaker News shows the difficulty they have been having in getting enough of these popular cars to supply the demand:

"For three months the Production Department of The Studebaker Automobile Division has been under a hot fire. No sooner did the preliminary announcement appear in the Saturday Evening Post, than mails and wires leading to Detroit were filled with calls for the new cars. Had it been possible to produce and hold ready 20,000 of the new models, awaiting the announcement, and had a sufficient supply of freight cars been accumulated to ship them in, the demands of the sales staff in the field might have been satisfied. But this is not an age of miracles. To secure the material, to install the new machinery, to teach new tasks to a manufacturing organization of many thousands of men—all this had to be done by the Production Department, before the new Studebaker '25', '35' and 'Six' could be turned out at the rate of a hundred of each, in a day's work."

This firm has sold many Ford cars and recently received several carloads to handle their spring business which is coming with a rush. A few facts about this popular low-priced car are of interest.

In 1903 the Ford Motor Company was established. It was a fortunate organization in that it combined rare incentive and creative genius coupled with substantial business ability and integrity. Fundamental to this organization was the fixed determination to build a car that should be simple, practical and economical as human ingenuity could devise, to the end that it might be a thing of use and service to the greatest possible number of users—and not a mere luxury. From the very beginning the Ford car obtained a distinctive recognition. And as the manufacturing facilities, the efficiency of the car and the volume of its output increased, the cost of its production automatically decreased—until today its value cannot be measured by any mere dollar-and-cent standard.

To date more than two hundred thousand Ford cars have been delivered. Practically every third car upon American highways is a Ford car.

In the season just ended the Ford Motor Company manufactured and sold more than seventy-five thousand new cars—a remarkable accomplishment for twelve short months—a record that represents even more than one-third of America's entire automobile output.

J. B. DENTON

Mr. and Mrs. J. B. Denton came from Iowa in 1886, with nine of their ten children, and located on a homestead nine miles west of where Alliance now stands. They resided on the farm until six years ago, when they sold it and purchased property in this city. While on the homestead they worked hard and prospered. Mr. Denton is well fixed with his world's goods, having made his money by farming and stock raising in this county. A year ago last month he opened "Denton's Last Variety Store" in his two-story brick building at 313 Box Butte avenue. He carries a good stock of well selected goods and enjoys a good trade.

At 1:30 Saturday morning a wreck occurred in the Burlington yard about one hundred feet east of the house track switch. A south-bound ore train, a double-header, became uncontrollable because of frosty rails and ran into a south-bound extra freight. The latter could have made it to safety upon hearing the warning whistle but for the unfortunate circumstance of the train dividing. The engine and some of the cars of the pursued train escaped while the detached cars occasioned the wreck.

The caboose and two cars of the head train were totally wrecked, one engine was laid in the ditch and damaged to the extent of \$800 while the other engine was derailed and damaged about \$600. The damage to engines, cars and track is estimated at about \$3,200.

Fortunately no one was hurt, both crews jumping when they saw the crash was inevitable.

At 1:30 a wrecker from Alliance was in action and at 4:30 the Denver train was able to get through but it was 12:30 Tuesday before the last of the wreckage was cleaned up. The dead engines were conveyed on their own wheels to the Alliance shops and can be repaired. It is not

best to be found anywhere along the great railroad system that spans the fertile middle west.

We have a narrow gauge ore train that makes regular trips between the cyanide treating plants of the mining companies at Deadwood and the mines in the Bald mountain district. This ore train leaves Deadwood in the morning and makes the trip up the mountain, picking up cars of ore at the different mines in the Bald mountain district, and returns in the evening.

The Burlington owns and operates the Old Black Hills & Fort Pierre railroad, now known as the Nemo line. The chief revenue of this line is obtained by handling timbers and lumber for the Homestake Mining company, which owns extensive lumber camps in the Nemo district. The Homestead people have leased from us a narrow gauge engine and haul their timber from the various camps in that vicinity to their saw mill at Nemo, where the timber is sawed into lumber.

Day switch engines are maintained in the Deadwood and Lead yards. E. L. Skallinder is in charge as yardmaster at Deadwood and A. D. Snow at Lead. Owing to the fact that it is impossible for us to operate our large Mallet engines into Deadwood and Lead on account of the physical characteristics of the line, it is necessary for our switch engines at



BURLINGTON DEPOT

Photo by Alliance Art Studio

ton system—and that means in the world. Here is Mr. Weidenhamer's article:

(By Supt. Weidenhamer)
The Alliance division is one of the feeble minded divisions and of course is a very poor paying proposition. We have Superintendent Weidenhamer, who came up from the ranks of the trainmen, consequently never had very much experience in railroad matters outside of that.

Mr. Rayeroff, our master mechanic, was only a machinist in the shop, consequently he never had very much experience outside of that department.

Our power is very poor and will only develop about 110 per cent efficiency. Trainmaster Nelson was only a brakeman and conductor. Mr. Holtorf, our assistant superintendent, used to work in the store department for Mr. Waterman, but we do not know whether he received a dating nail or not. He then went through the track department as foreman and roadmaster.

Our chief dispatcher, Mr. Gavin, came up from an operator and track dispatcher. Mr. Hively, chief clerk to the general superintendent, started in life as a bell hop, then took a course in business college and finally landed in the store department under Mr. Waterman, where he received treatment and a dating nail.

Our road foremen, Messrs. Morrison and Davenport, started their railroad careers as firemen and went through the line of firemen and locomotive engineers.

On this division we pad our tonnage and over-time reports and cover up all engine failures; and by jockeying around we manage to keep on the pay-rolls, but what could you expect of a bunch of this kind who associate with such characters as "Deadwood Dick," "Calamity Jane" and "Tim Coleman?" However, the nearest any of us have been to these characters is their graves.

Our main line passenger trains are managed by General Managers Johnson, Cotant, Reed, McDonald, Ponath, Andrews, Armour, Bennett, Gaddis, Zollinger, Stewart and Betebenner, and Assistant General Managers Miliken, Rennau, Allen, Fitzpatrick, Tillett, M. F. Nolan, P. J. Nolan and George Reid, McWade and Riddle.

We have for roadmasters Wilburn, Johnston, Hoenshell and Gilmore. These men have been brought up in the track department, and have only had about 25 or 30 years experience. Consequently they are beginning to understand track matters pretty well.

E. W. Bell, our master carpenter, has only had about 20 or 40 years experience, consequently he is get-

ting along reasonably well in his department.

On the Deadwood line we have Conductor Jack Knowles, of the Spearfish run, who is conductor, trainmaster, roadmaster and supervisor of bridges and buildings, and he takes care of the job. On the Hot Springs line Conductor J. H. Cantlin holds a similar position. Lead and Deadwood yards are handled by A. D. Snow and Fred Skallinder, and about all they have to do is to switch, walk, swear and get blocked in whenever they can.

On the main line locals between Edgemont and Alliance we have Bill Johnson and Bill Beach; between Alliance and Seneca we have Frank O'Connor and Charles Rider; on the east end between Seneca and Ravenna we have Lou Ferrier and Lor-

um Theodore Halverstadt. There is

over the Black Hills territory go down there to gather them, as they make the finest jelly and jam a person ever tasted. You also find wild strawberries and wild red raspberries along the 1st of August.

H. M. Thompkins, superintendent of the Lake Shore, located at Buffalo, N. Y., who was formerly a Burlington man, spent his vacation in the Black Hills the past summer and said it was one of the best vacations he had ever had.

The Homestake Mining Company, the largest gold mine in the world, is located at Lead, S. D., on the Burlington. They have just recently installed an electric plant near Spearfish which furnishes all the power to run their machinery in the different mines. The cost of this plant was something around \$1,500,000. They handle about 4,000 tons of ore a day

Deadwood is located in the very heart of the Black Hills—the "richest 100 square miles in the world."

Deadwood, the county seat of Lawrence county, is the business center of the Black Hills and, surrounded as she is with nature's wonders, is indeed a beautiful place. Deadwood has a population of nearly 5,000 people and everything can be found here that is to be found in the larger cities.

The city has a fine theater, public library, federal building, county court house, two clubs—The Deadwood Business Club and Elks Club—and it has just completed an auditorium building that is the very best to be found in the state.

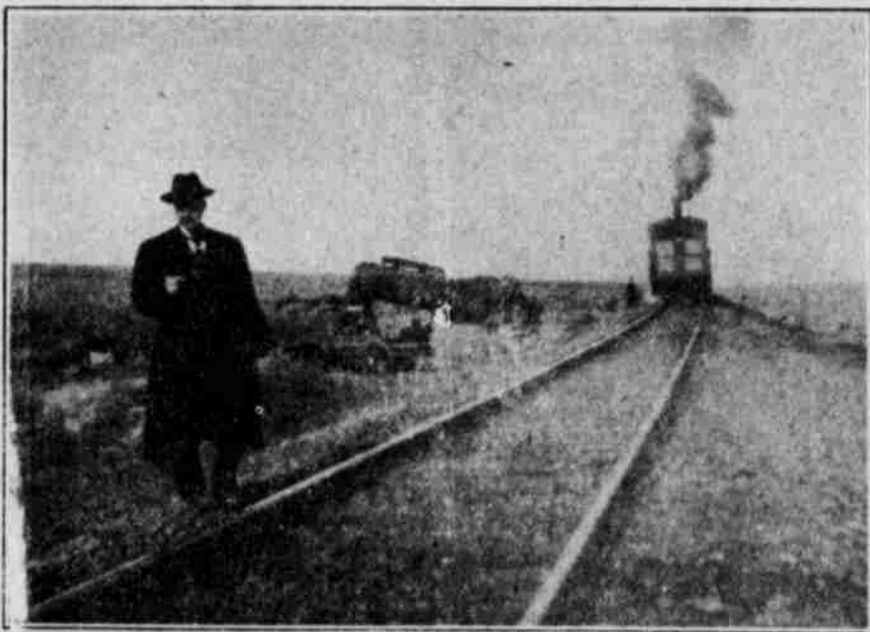
We are only three miles from Lead City, the second largest city in the state, at which the Homestake Mining company mines and mills are located. The Homestake Mining company is the largest low grade mining company in the world. Any one visiting Lead should not fail to visit it.

The Burlington reaches Deadwood with a line of railroad 105 miles in length, running north from Edgemont through the very center of the Black Hills. This is one of the most picturesque routes in the world and is only exceeded in natural beauty by the Spearfish line, which is 40 miles in length, running from Deadwood to Spearfish through Spearfish canyon.

A visitor to Deadwood should not fail to make the Spearfish trip. Conductor Jack Knowles, who has been running on this line for a number of years, is always willing to explain the different points of interest to the traveler. Some of the finest trout fishing in the country is to be found in the Spearfish river, a mountain stream running through the canyon.

Deadwood and Lead are connected by a trolley line owned and operated by the company. The trolley car makes the trip between Deadwood and Lead every forty minutes.

The trolley run is handled by two crews, consisting of a conductor "to take in the money," and a motorman "to turn on the juice." The present crews are Eric Skallinder, conductor;



Scene of engine boiler explosion, Saturday, February 15th. Boiler was thrown from where man is standing to where it lies in picture

you drop a 5 per cent grade, and locking down in the canyon you can see how the line curves around to get into the canyon.

That part of the line from Elmore to Spearfish follows Spearfish creek, which is abundant with Rainbow and Speckled trout and summer cottages are thick along this line. Along in the months of July and August choke cherries, pin cherries and sarvas berries are ripe and people from all

around from Custer, S. D., on the Black Hills line, called Sylvan lake, and this is a great place for people afflicted with hay fever. There is a beautiful lake, hotel and summer cottages, but the scenery surrounding it is probably the most attractive.

The Deadwood Line

(By N. A. Ryan)

Practically shut out from the balance of the world by mountains,



ROUNDHOUSE AND SHOPS, FROM EAST

S. W. Mundell, motorman; and Bert Hutton, conductor; Chas. Barton, motorman. Both Mr. Skallinder and Mr. Hutton have been on this run for a number of years and we hardly know how the cars could be operated without them.

We have a narrow gauge ore train that makes regular trips between the cyanide treating plants of the mining companies at Deadwood and the mines in the Bald mountain district. This ore train leaves Deadwood in the morning and makes the trip up the mountain, picking up cars of ore at the different mines in the Bald mountain district, and returns in the evening.

The Burlington owns and operates the Old Black Hills & Fort Pierre railroad, now known as the Nemo line. The chief revenue of this line is obtained by handling timbers and lumber for the Homestake Mining company, which owns extensive lumber camps in the Nemo district. The Homestead people have leased from us a narrow gauge engine and haul their timber from the various camps in that vicinity to their saw mill at Nemo, where the timber is sawed into lumber.

Day switch engines are maintained in the Deadwood and Lead yards. E. L. Skallinder is in charge as yardmaster at Deadwood and A. D. Snow at Lead. Owing to the fact that it is impossible for us to operate our large Mallet engines into Deadwood and Lead on account of the physical characteristics of the line, it is necessary for our switch engines at

best to be found anywhere along the great railroad system that spans the fertile middle west.

We have a narrow gauge ore train that makes regular trips between the cyanide treating plants of the mining companies at Deadwood and the mines in the Bald mountain district. This ore train leaves Deadwood in the morning and makes the trip up the mountain, picking up cars of ore at the different mines in the Bald mountain district, and returns in the evening.

The Burlington owns and operates the Old Black Hills & Fort Pierre railroad, now known as the Nemo line. The chief revenue of this line is obtained by handling timbers and lumber for the Homestake Mining company, which owns extensive lumber camps in the Nemo district. The Homestead people have leased from us a narrow gauge engine and haul their timber from the various camps in that vicinity to their saw mill at Nemo, where the timber is sawed into lumber.

Day switch engines are maintained in the Deadwood and Lead yards. E. L. Skallinder is in charge as yardmaster at Deadwood and A. D. Snow at Lead. Owing to the fact that it is impossible for us to operate our large Mallet engines into Deadwood and Lead on account of the physical characteristics of the line, it is necessary for our switch engines at