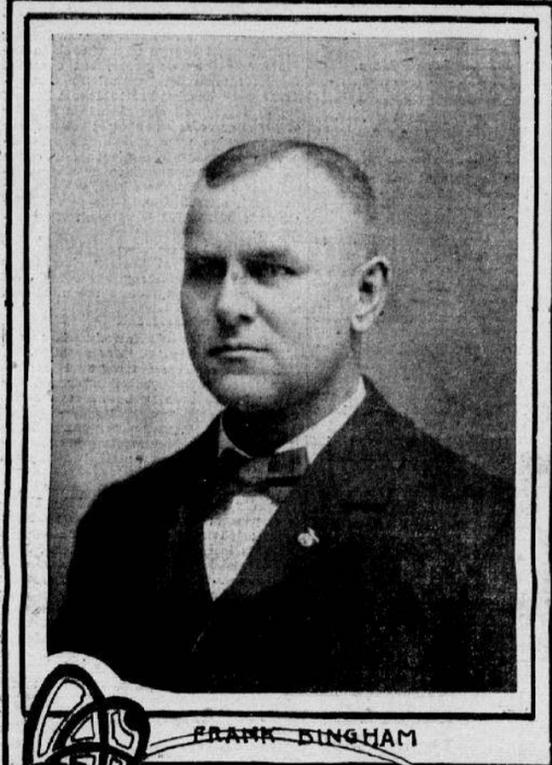
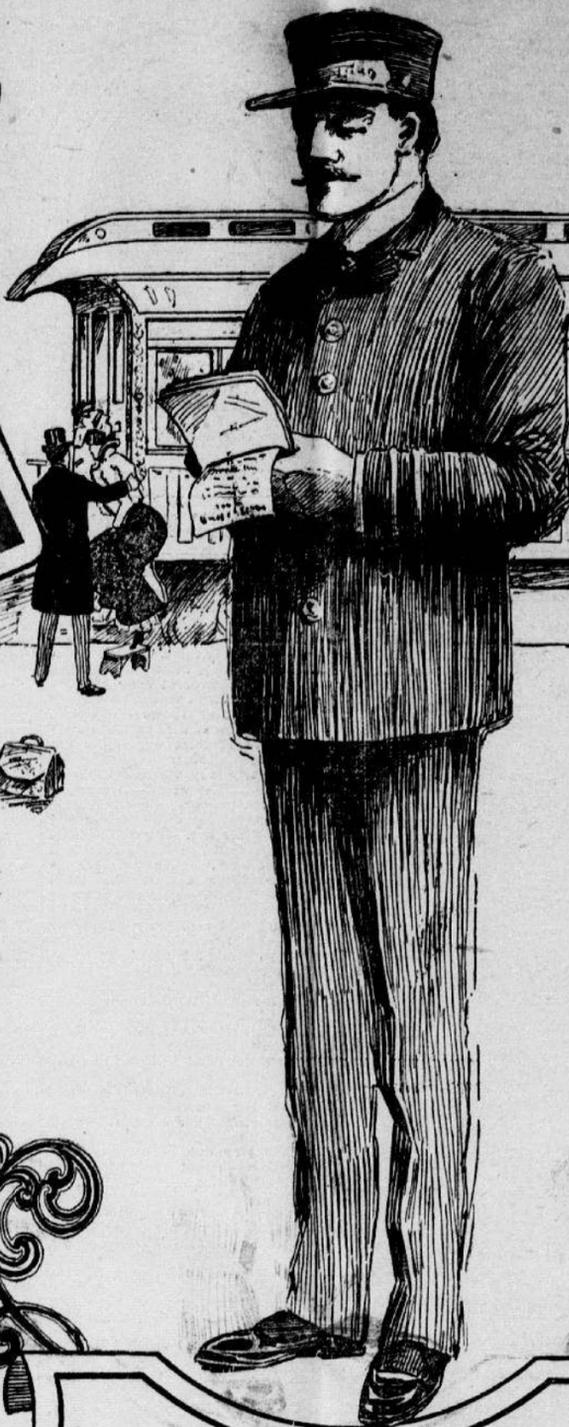




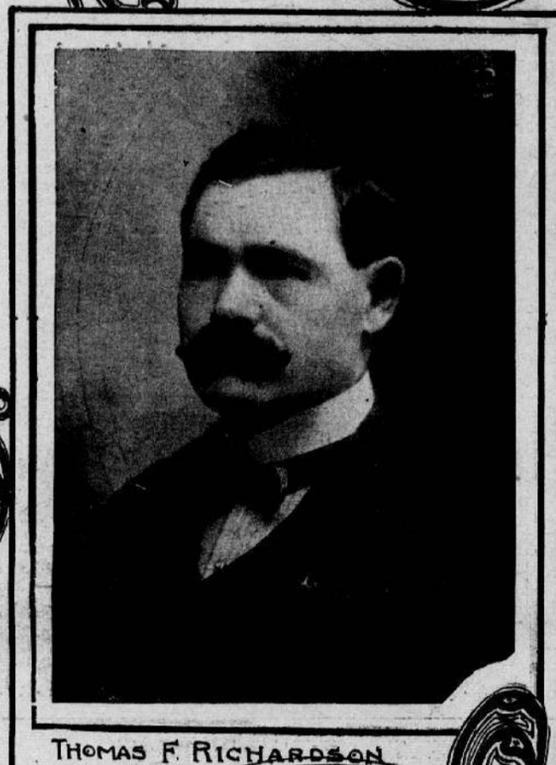
E.G. ZICK



W.P. CAMPBELL



FRANK BINGHAM



THOMAS F. RICHARDSON

MONTANA RAILWAY CONDUCTORS



S.F. SCOTT



GEORGE GORDON



BERT MERWIN

TWENTY-THREE passenger conductors run into Butte from all four points of the compass—six from the Great Northern, over the Montana Central; six from the Oregon Short Line; nine from the Northern Pacific, and two from the Butte, Anaconda & Pacific, which boasts of having the smallest and most complete passenger service in the country.

Six hundred miles of an almost continuous run is what the Great Northern conductors out of Butte cover—295 miles to Havre—two hours to eat and get properly turned around—as Jerry Flannigan tersely puts it, and 295 miles back, making 590 miles for the round trip.

"We easily make it 600," said one of the conductors, "for we run around ten mile at each end getting ready."

It is a long and tedious run to Havre, but there is a remarkable variety of scenery on the trip which takes away a good deal of the monotony from the time the train reaches the continental divide, a few miles out of Butte, and swings down the Boulder valley to Helena until she tears through the Gate of the Mountains, along the historic old toll road in the canyon of the Prickly Pear, it is one panorama of magnificent scenery.

Jim Hill's Men.

The Great Northern conductors are Frank Bingham, Al Zick, Sam McPherson and Jerry Flannigan, who take the long run to Havre, and Tom Richardson and George Stephens, who control the destiny of the stub which runs to Great Falls.

The long run occupies 28 hours with an intermission of two hours at Havre. As the conductors have about 47 hours in Butte between runs, it is only natural that they should make their homes here.

They are all men who have been in the service of the road for many years. Among them is Jerry Flannigan, whose experience in the transportation business extends back to the time when he used to talk seven different languages to the ox teams at old Fort Benton, as they pulled up the grade on the long trail to Helena.

Butte to Spokane.

For a continuous trip, the Northern Pacific conductors who run West are entitled to the honors.

Three hundred and eight-three miles to Spokane is the length of the passenger division which they cover and which,

like the Great Northern, abounds in scenery that is wild and grand.

Down Silver Bow canyon is their run and along the Deer Lodge river to Garrison, where they join the Helena line, still following the river which changes its name every little way until it settles down to permanency as Clark's Fork of the Columbia, out across the narrow strip of Idaho, which juts up between Montana and Washington and in through a pleasant variety of farm lands and mountains to Spokane.

As most of the conductors on this trip spend their leisure time in Spokane they maintain their families in that city and call Spokane their home.

Their particular pride is that elegantly appointed train, which is known the country over—the "North Coast Limited."

They are all men of years of experience with the Northern Pacific road. Their names are Preston, Long, Hetrum, Dennin and Bates.

East on the N. P.

East, the Northern Pacific takes its way through a country that is a continual charm to the tourist.

Leaving Butte, the road climbs around the mountain side and crossing the main divide at Homestead soon swings down the valley of the Jefferson across to the Gallatin, which it follows for some distance, leaving it to take the watergrade of the Yellowstone at Livingston. Here the Park branch runs up the Yellowstone river to Cinnabar.

The main line follows the Yellowstone down to Billings, the end of the division, which is 236 miles from Butte.

The courteous officials who look out for the wants of the traveler on this division are Frank Scott, George Gordon and W. G. Campbell.

Short Line and B., A. & P.

The conductors of the Oregon Short Line trains cross the continental divide at Divide station about 20 miles from Butte and drop down into the valley of the Big Hole river, leaving it at Short Line Park to chase across the bench land to Dillon, thence to Montana, on the line

between Montana and Idaho—the name being formed by taking a part of the name of each state.

Leaving Montana, the road follows Beaver Canyon until it comes to the open cattle country crossing through a productive stretch of farm land to Pocatello, a distance of 265 miles.

The conductors are Tim Farel and John Quinn, who are the patriarchs of the run, having been with the road for 15 years; W. G. Lane, W. E. Chubbuck, John Toombs and Jack Burns.

Lorin Lester and Bert Merwin both assist Frank McMullen, their joint brakeman, in providing for the safety of the passengers between Butte and Anaconda.

While the road is but 28 miles long, it is known as one of the best equipped systems in the country. Some years ago all the trestle bridges on the line were filled in with tailings from the smelter, which are also used on the roadbed, making a piece of track that for durability and smoothness is hard to beat.

As the passenger traffic between the two cities is considerable, the conductors are kept just as busy as their more widely known fellows on the trans-continental lines.