

The Reason that **Garland Car Ventilation** has been such a success is that it has demonstrated all that we claim for it. The more ventilators we sell the greater our earnings. The more you buy, the greater yours.



Our 1911 booklet tells why. May we send you one?

BURTON W. MUDGE & COMPANY

Railroad Supplies

1025 Michigan and Adams

CHICAGO



leave Wichita, are glad to learn of his promotion, and wish him every success in his new position.

Enid.

Foreman J. J. Shaw has been on the sick list.

Engine 2669 is assigned to the Clinton switcher.

Engines 3609, 430, 437 and 328 were sent to Springfield shops.

Mrs. E. K. Stokes, wife of car foreman, is visiting at Memphis, Tenn.

Engineer Frank Gilley has just returned from an extended visit to the Western coast.

Mrs. C. A. Harley spent Christmas with her mother and friends at Ponca City, Okla.

Superintendent Schleyer made a trip in his car over the A. V. & W. Division December 19.

Mrs. Jessie Moor, wife of Elmer Moor, clerk to Foreman Shaw, spent Christmas with her mother at Neodesha, Kan.

Engine 2672 is in pile driver service on the A. V. & W. Division, where all bridges are undergoing repairs for heavy power.

Engines 99, 65 and 67 are in the Enid shops for repairs. Engines 102, 110, 325 and 334 are just out of the Enid shops. Engines 137 and 436 are just received from Springfield.

Because of increased business Engines S21 and S29 are in service between Enid and Tulsa. We understand we are to get some of the 500 and 600 class engines for permanent service out of Enid.

Cape Girardeau.

C. G. Ertel, is making a trip on the company supply car in place of regular clerk Ed Deevers, who is away because of illness.

E. H. Lahumendier, chief clerk to District Storekeeper Cummins, and Miss Josie Walcher were married December 25. Mr. Lahumendier has been employed in the store

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We cover all the Bonded Employes of the
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which the Frisco Passes

See him, or write to

CHAS. W. DISBROW
Manager

STEPHEN A. MARTIN
Associate Manager

ST. LOUIS BRANCH OFFICE, 116 N. Fourth St., Pierce Building, ST. LOUIS, MO.

department for the last eight years, and the hearty congratulations of his many friends is extended.

C. M. Whitney has returned to the Frisco as general foreman. He left the company about a year ago and went to work for the C. H. & D. R. R. as general foreman.

A. H. Young, travelling storekeeper, spent a few days with District Storekeeper H. G. Cummins looking over material and other items at this point, the first part of December.

District Storekeeper H. A. Cummins returned from the hospital the latter part of November. Mr. Cummings had his leg broken on May 6, and was obliged to remain in the hospital for several months.

Railway Specialty and Supply Company, Monadnock Block, Chicago, changed its name on December 1 to the P. & M. Co. This change was made because of the frequent confusion of their old name with the numerous other supply and equipment companies in the railroad trade. This company was organized in 1906 to manufacture and market the P. & M. Boltless Anti-Rail Creeper. This device has met with such success that it

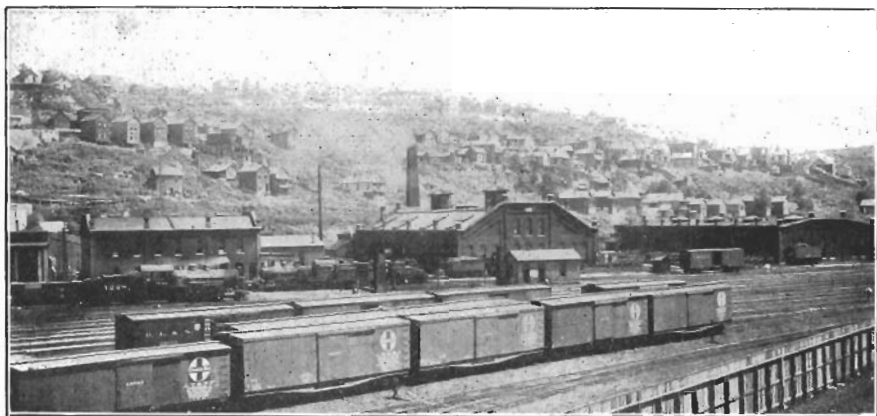
was deemed wise in adopting a new name to choose one that would identify the company as the manufacturer of this popular and efficient device.

"Old Order Changes."

F. G. Faulkner, formerly assistant superintendent at Springfield, Mo., has been appointed to represent the Missouri railroads at Jefferson City during the session of the legislature.

Mr. Faulkner is in no wise a lobbyist, and his duties will simply be to get copies of the railroad bills pending before the legislature and send copies of such to the executive committee of the Missouri railroads.

The object of this is to do away entirely with the lobby, and whenever a measure is before the legislature, in which the railroads are interested, the appropriate officials will appear as a committee before the legislature to present their side of the case.



Bluffs at Kansas City.

The reproduction herewith is of our shops at Kansas City, Mo., showing the bluffs just east of them.

It is understood that a good part of the bluffs have been purchased by different railroads, to be used for ele-

vated tracks, for entrance into the new Union Depot, which is now under construction.

Through the courtesy of C. H. Dingham, night round-house foreman, we are able to present this cut.

FRISCO MEN! — GREETINGS!

WILLIS C. SQUIRE RAILWAY SUPPLIES AND SPECIALTIES

WESTERN UNION BUILDING, CHICAGO

HAVE YOU SEEN AND DO YOU USE

"HAUCK" PATENT PORTABLE OIL BURNERS
DAUM "REFILLABLE" FUSE SHELLS
GACO "SELF-CLOSING" GAUGE COCKS
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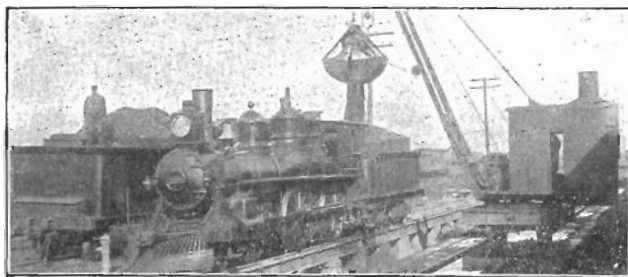
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It Saves Four (4) Engine Hours,
1,000 Pounds Coal, 3,000 Gallons
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for Every Boiler Washed.

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RAILWAY EXCHANGE,
CHICAGO, ILL.

First National Bank OF BIRMINGHAM, ALA.

STATEMENT TO COMPTROLLER
Thursday, November 10, 1910

RESOURCES

Loans and Discounts.....	\$ 7,362,566.99
Overdrafts.....	241.79
U. S. Bonds and Premiums.....	1,117,500.00
State of Alabama Bonds.....	157,500.00
Other Stocks and Bonds.....	217,500.00
Banking House.....	145,000.00

CASH

In Vault.....	\$1,129,376.86
With Banks.....	2,301,218.66
With U. S. Treasurer.....	62,500.00
	\$ 3,493,095.52
	\$12,523,404.30

LIABILITIES

Capital Stock.....	\$ 1,000,000.00
Surplus and Profits.....	937,635.20
Circulation.....	1,000,000.00
Alabama Bond Account.....	150,000.00

DEPOSITS

Individual.....	\$7,828,191.54
Bank.....	1,567,577.56
United States.....	100,000.00
	\$ 9,495,769.10
	\$12,523,404.30

Capital and Surplus Increased by
\$1,000,000.00, Jan. 3, 1911.

Mention us when writing to advertisers, it will help us both.

Mediation Meadows Prize Competition

Did you know that THE MEDIATOR is conducting a prize contest for vacations at MEDIATION MEADOWS? The outing will take place at this beautiful tract of woodland in northern Ohio sometime next July. It will be something unparalleled in the history of the country.

Every wage-earner in the United States is eligible to compete. Every state and territory in the United States will be entitled to two winners. These men will be invited to the gathering by the Mediator Publishing Company, which will pay all of their expenses. The winners will be determined by a prize essay competition, and the gathering will be one of alert, intelligent, and thoughtful workmen—the pick of the country. Subjects of vital industrial interest will be discussed at MEDIATION MEADOWS.

Particulars as to the contest and a list of the subjects upon which competitors may submit essays appear in the January issue of

THE MEDIATOR

A MAGAZINE OF INDUSTRIAL ECONOMY

If you are not a subscriber, send at once for a FREE sample copy. Every wage-earner in the United States is cordially invited to enter this important contest.

The January issue of THE MEDIATOR, by the way, contains many articles of unusual importance which you will be interested in reading. No railroad man should miss it. You may have it free for the asking.

"The Expressmen's Strike," by J. K. Turner, points out the significance of the late difficulty in New York and New Jersey.

"The Public Duty," by A. G. Williams, points out strongly wherein the public has been at fault in its attitude toward the railroads.

"Diplomacy vs. Strikes," by C. B. Bartlett, shows that strikes are for the most part unnecessary, and calls upon both employes and employers to get together on a sensible and more rational basis.

"Industrial Education in Switzerland," by Newton A. Fuessle, tells how the American system of public school education might be greatly improved, and holds up the fine example of Switzerland's educational system.

"The World's Work" and "The Industrial Need," by J. K. Turner, are two remarkable articles on vital and important problems of today.

"The Gospel According to Tolstoy" sets forth the gist of the faith of Russia's immortal genius in plain and telling language.

THE MEDIATOR stands for co-operation of employers and employed, objects to strikes as essentially an economic waste, and endeavors to make men on both sides of the industrial fence think straight and get rid of prejudice and intolerance. A special six months' subscription to railroad men for 25 cents.

THE MEDIATOR

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