

Columbus Railroad Men's Monthly Bulletin.

VOL. XXV.

SUMMER NUMBER 1907.

No. 6-9

The Old Depot.

Very few readers of the BULLETIN will recognize the photo herewith produced. None of the younger generation can locate the buildings in this cut, and none of the older for that matter, excepting those who lived in Columbus or came into the city some thirty or more years ago. This is a photograph of the old union station, the second one before the one now in use. It was located on High Street just North of what is now

You will notice that the railroad tracks cross the street on a level and that there are old horse cars running on High Street,—the terminal being the depot for the north end of the street car line. The old lamp posts would be an object of notice these days as well as the old passenger coaches and hacks.

The depot employes are lined up in front of the depot to have their picture taken, but they cannot be recognized. At the time his picture was taken Mr Joe Webb, from whose photo-



THE OLD UNION STATION, COLUMBUS.

Naghten Street, but at the time this photograph was taken Naghten Street was called North Public Lane. The National Hotel seen in the picture is what is now called the Davidson Hotel, located at Naghten and High Streets. This hotel was raised at the time the viaduct was built and two additional stories put thereon. This entire picture is quite an interesting study for people of today, for it shows how our city has grown,

graph we secured this cut, was transfer clerk in the little baggage room on the south side of the depot. This baggage room is the little shed extension noticed in the picture. His job was to transfer the mail from this depot to the one across the street used by the old Piqua road, now the Indianapolis Division of the Pennsylvania Lines. This road had its own separate depot and the government hired Mr.

Charles Lauer, the father of the present Chief of our City Fire Department, to transfer the mail between these two depots.

Mr George Wright was at that time general baggage agent and is one of the men in the picture. Another one is Mr "Pat" Loomis, a noted passenger engineer on the old Bee Line, and Mr Cane, a common character about the depot, who lived where the Columbus Transfer Company is now located. The other shed extension to the depot was used by the Adams Express Company North of the depot on High Street—or the Worthington Pike as it was called then—is the coach shed of the Little Miami Railroad, now the Cincinnati Division of the Pennsylvania Lines, and near it is the car shop of the same road where Mr M. P. Ford, for a number of years president of our Association, was master car builder. In the days of this old depot Mr Barney McCabe, now station master, was a detective for the different railroads using the depot.

When this depot gave way to its successor in the winter of 1874 Mr McCabe was made station master, and has held that position continuously up to the present time.

This old depot had three tracks 150 feet long, and was considered a fine station in its day. On the south side of the depot in the little extension, which is noticed by the omnibus and hacks, was located the telegraph office, ticket office and ladies' waiting room. The omnibus shown in the picture belonged to the Hawk Omnibus Line, which was doing a flourishing business at that time.

In the grocery and meat store on High Street near the National Hotel was employed the father of Mr Burt Woodward, of the Pennsylvania Lines.

Mr McCabe says that this old depot was built in 1852, and was used until it had to give way to the depot just before the one now in use, which was occupied in the winter of 1874. This depot was at the extreme north end of the city, and was considered by many people at that time

as out in the country. The cemetery was located on North High Street where is now located the North market house. You will notice in the background Neil's Woods, through which a large creek ran.

We are indebted to Mr Webb of the Union Line for this picture of the past, and desire to thank him for lending us his photograph which he prizes so highly

Promotions.

Since our recent issue a number of promotions have come to friends of our Association, especially those by the name of Johnson. In another article in this issue we speak of the promotion of Mr John T Johnston, of the Pennsylvania Lines, and here we desire to extend our congratulations to Mr George P Johnson, of the Norfolk & Western Railway and Mr C. L. Johnson, of the Baltimore & Ohio Railroad. Mr George P Johnson has been division superintendent at Portsmouth for some time, but when the Norfolk & Western was recently divided into two general divisions Mr Johnson was made general superintendent for the Western General Division, with office at Bluefield, W Va. He was succeeded as superintendent of the Scioto Division by Mr E. A. Blake. Mr A. S. Needles, former general superintendent of the entire road has been made general superintendent of the Eastern General Division, with headquarters at Roanoke, Va.

Mr C. L. Johnson, agent for some time of the Baltimore & Ohio Railroad in our city, has been promoted to a new position recently created, that of inspector of station service. He will have his office in Baltimore, and will report direct to the general manager.

We congratulate these men on their promotions, and wish them success in their new positions.



G. P. JOHNSON
GENERAL SUPERINTENDENT WESTERN GENERAL DIVISION,
NORFOLK & WESTERN.

Chief Clerks.

The position of chief clerk in a railroad office is not an easy one to fill. He has all the details of the office to look after, and is as well if not better informed on what is going on outside as well as inside the office of his particular department as the "boss" himself. He is the one that is looked to for manifold information, and is supposed to know where to place his hands for such information with the least possible delay.

His is a responsible position also, in that he has largely in his keeping the reputation and standing of the head of the department. He uses the name of the chief in all the correspondence of the office, when he talks over the phone, or sends a telegram. He himself is not known to most persons he has dealings with, yet his authority is as great as the man at the head whose name he uses. More than one "boss" has been able to hold his job because of the greater ability of his chief clerk. And on the other hand some "bosses" have lost out because of the incompetency of their chief clerks. Then there is the ideal, a strong man at the head with equally as capable chief clerk.

There are chief clerks and there are chief clerks. There is the one who wears a very large hat and who could not stand another promotion without losing all his friends, who drives his men rather than leads them, and who acts as if he not only owned the material things under him but also the souls of the men. Who gives the public and railroad men in general a false impression of the genial, kind-hearted superior under whom he serves, and who is oftentimes the cause of misunderstandings between the men and the company. He feels very much his importance and his exalted position, which possibly is all right were it not for the fact that he wants everybody else to feel the same way. We are very glad, however, that this class of chief clerks is in the "hopeless minority." They remind us of a story we heard once of a noted preacher who was taking an expression of his audience.

He stood before his people and said "All who hope to make heaven your home please stand." Everybody got up excepting a poor fellow under the influence of liquor who had come into the church and gone to sleep in one of the comfortable pews. As the people were seating themselves and the preacher was asking if anybody expected to go to the other place this poor fellow awoke. Standing to his feet, rubbing his eyes and looking over the seated crowd he finally said: "weil, parson, it seems to me that you and I are in the hopeless minority."

By far most chief clerks are genial, capable, considerate men who are a pleasure to meet, and who even when they have to "turn you down"

still leave a good taste in your mouth. They never place their superiors in embarrassing positions, never misrepresent them to either friend or foe, treat a book agent as a gentleman even when they are as busy as bees, see that a messenger boy when calling at the office is kindly treated and gets what he is after, don't issue a pass or request one as if they had to pay for it out of their own pockets, are clean in their personal habits, and polite in their manner even to office inferiors. They direct things with a master hand without being offensive, have a mind of their own without being bigoted, issue no orders for the conduct of the other fellows in the office that they are not personally willing to obey, and

share the blame when things go wrong without taking to themselves all the glory when compliments are being passed. Such chief clerks make friends for their company, their superiors and themselves. Their leaving an office, a group of associates or a city is a real loss and not a fancied one. Whatever the future may have in store for them they will show themselves masters of the situation, controlled by the same qualities of mind and heart that proved an unerring guide in other days.

Such a chief clerk is Mr. John T. Johnston, who recently was transferred from chief clerk to the General Freight Agent, Cleveland, Akron & Columbus Railway here at Columbus to chief clerk to the Freight Traffic Manager, Pennsyl-



JOHN F. JOHNSTON
CHIEF CLERK, FREIGHT TRAFFIC MANAGER, PENNA. LINES.

COLUMBUS RAILROAD MEN'S MONTHLY BULLETIN

Published by The Railway Young Men's Christian Association
of Columbus, Ohio

Monthly Circulation Two Thousand Copies
Subscription Price 25 Cents per Year

All communications relating to this paper should be addressed to
E. DOW BANCROFT General Secretary

CONTRIBUTING ROADS

Pennsylvania Lines Baltimore & Ohio
New York Central Lines Norfolk & Western
Hocking Valley Cleveland, Akron & Columbus
Toledo and Ohio Central.

TERMINAL DEPARTMENT

312 $\frac{1}{2}$ North High Street - - - Phones { Bell 1622
Auto. 3622

OPEN ALL NIGHT

PENNSYLVANIA DEPARTMENT

609 North Twentieth Street - - - Phones, Bell 3518, Auto. 7563

OPEN ALL NIGHT

MANAGEMENT---1906-1907

OFFICERS

PRESIDENT

E. C. Beach Traveling Freight Solicitor, Union Line

VICER PRESIDENT

L. B. Freeman Assistant General Passenger Agent Penna Lines

TREASURER

D. L. Host Trainmaster Baltimore & Ohio Railroad

RECORDING SECRETARY

H. T. Wilson Chief Clerk, Superintendent Ohio Central Lines

CHAIRMEN STANDING COMMITTEES

FINANCE

Benj. Shorten Passenger Conductor, Penna Lines

RELIGIOUS WORK

J. E. Vittum Foreman Hocking Valley Shops

VISITATION SICK AND INJURED

Edward Krouse Cabinet-Maker, Panhandle Shops

MEMBERSHIP

B. C. Kelsey, Gen'l Agt., Passenger Dept., New York Central Lines

EDUCATIONAL

B. W. Herrman Agent Norfolk & Western and C. A. & C. Rys.

ADVISORY COMMITTEE

R. E. McCarty M. S. Connors D. S. Gray

EMPLOYED OFFICERS

E. Dow Bancroft General Secretary

P. H. Hughes Secretary Religious and Educational Work

L. H. Bellows Secretary Terminal Department

J. E. Greene Assistant Secretary Terminal Department

F. E. McCoy Secretary Pennsylvania Department

R. J. Mitchell Membership Pennsylvania Secretary

Chas. Ream Assistant Secretary Pennsylvania Department

The officers and chairmen of the standing committees constitute the

Board of Trustees.

FORM OF BEQUEST

I give and bequeath to the Railway Young Men's Christian
Association of the City of Columbus, and State of Ohio, the sum of

..... Dollars

to be appropriated for the use and purpose of the Association, as
by them deemed best.

..... (Seal)

vania Lines at Pittsburgh. Mr Johnston is a Canadian by birth but a Buckeye by education, being born at Montreal, Canada, March 1st, 1863 and receiving his education in the Cincinnati Public Schools. He first entered railroad service with the Santa Fe Railway at Albuquerque, N. M., in July, 1886, where he remained four years. He then went with the Ohio & Mississippi at Cincinnati, where he stayed three years, or until November, 1893, when he took service with the Cincinnati, Hamilton & Dayton. He stayed with this road until he went to the Cleveland, Akron & Columbus in August, 1894, where he was clerk and stenographer in the office of the general freight agent, then located at Cleveland. In December, 1895, he was made chief clerk in the same office, and held that position with credit and ability until transferred to Pittsburgh last May. We are glad in this issue to present him to our readers, whom we know wish him success in his new position.

An Editorial.

Our Association is conducting, quite extensively, what are called practical talks, in the different railroad shops during the noon hour. These talks are educational in their nature, and cover a multitude of subjects. On Monday noon of each week a practical talk is given at the Panhandle Shops and on Tuesday noon at the Hocking Valley Shops. We had with us not long since Colonel Wilson, editor of the *Ohio State Journal*, who was for five years United States Marshal of Porto Rico, and who gave us a very instructive talk on "Porto Rico as it Was and Is" at the Hocking Valley Shops. After speaking to the large number of men gathered there he wrote the following editorial, which appeared in the *Ohio State Journal* of June 13th:

Workingman's Noonday Meetings.

Looking in upon a noonday meeting at the Hocking Valley Railway shops, conducted under the auspices of the Y. M. C. A. of the railroads, creates an inspiration that is almost as bright and lively as any one gets these days. There is not a particle of ceremony or arrangement made for the meetings. There is not a strain of music. There is not a committee of reception. There is not a table nor a chair.

But there are men, men in their working clothes, greasy and dirty, but with clear eyes and welcome looks and strong hearts, all scattered



The City National, in the heart of Columbus, a United States Depository, welcomes small accounts.

FOSTER COPELAND, President Z. L. WHITE, Vice President
J. J. JENNINGS, Cashier FRANK CAMNETZ, Asst. Cashier



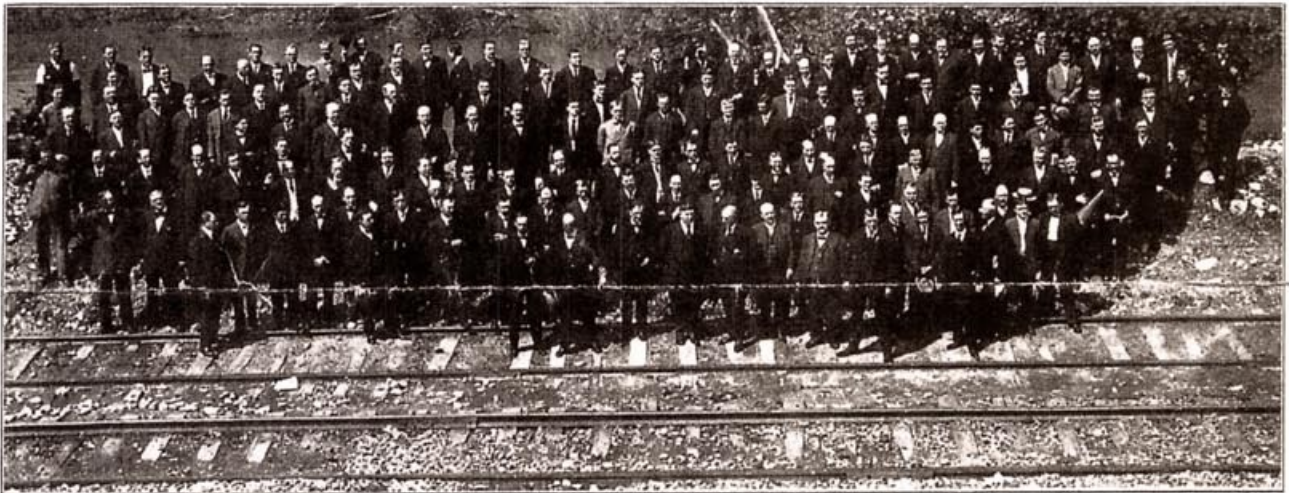
about over the machinery of the shop and fragments of engines and wheels, and lying about in all sorts of convenient attitudes, waiting for the speaking to begin.

It is the little restful season between the lunch and the time to go to work, and these men gather about in the most ultra informal way, that makes the scene one of the happiest examples of the living art, that one will meet in 10,000 miles travel. And when the speaker comes, he is lifted upon a great iron planer, in the center of this watchful congregation, and there he speaks till the whistle blows for the men to return to duty.

But that audience We will warrant there is not one in the country anywhere that is so watchful, so sympathetic, so inspiring, as that crowd of railroad employes, listening to the discussion of some historical, scientific or practical topic of the day. It is simply an educational

this inspection is to show the terminal facilities each road has for the handling of its business, and also to show the location of different plants about the city. This year's inspection was held Tuesday, June 11th. Their special train left the union station at 7:15 A. M. and returned at 5:15 P. M. Among other interesting places visited were the Casparis quarries, the new storage dam, the new filtration plant, The Capitol Window Glass Company, The Federal Glass Company, The Steel Plant and the Panhandle and Hocking Valley Shops, besides taking dinner at the Pennsylvania Department. We have fed the guests of the Yard Masters' Association on their last three inspection trips, and no doubt gave satisfaction or they would not have returned the second time. The following officers of the Association issued the invitations:

J. H. Patterson, President;



SIXTH ANNUAL INSPECTION PARTY, COLUMBUS YARD MASTERS' ASSOCIATION.

affair, a little time in the midst of work, devoted to the acquisition of knowledge. How much better to employ the time this way than waste it or worse than waste it, which is possible to do. The men who contrive these modest and uneventful affairs are working for humanity, that's all, that's enough.

Yard Masters' Inspection.

The Yard Masters' Association has been giving in recent years a day of inspection of the railroad terminals of our city. They invite a large number of guests and by special train visit points of interest around the city. The object of

A. S. McCullough, Vice President;

W. L. Jackson, Secretary

The Yard Masters' Association is made up of the following general yard masters:

W. H. Francisco, P. C. C. & St. L. Railway;

A. S. McCullough, Toledo & Ohio Central Railway,

George Mosel, Hocking Valley Railway,

J. Donahue, Baltimore & Ohio Railroad;

J. H. Patterson, Pennsylvania Company,

H. L. Stroupe, Norfolk & Western Railway;

Wm. Close, Cleveland, Akron & Columbus Railway,

J. F. Murphy, New York Central Lines.

Through the kindness of Mr. H. Sheridan,

THE CITY NATIONAL BANK

Of Columbus, Ohio, must pay its depositors on demand, even in the hardest times. To insure this they are re-

quired to keep not less than 25 per cent. of their deposits in reserve at all times. They are not allowed to make long time loans. Savings department open Saturday evenings.

division freight agent of the Baltimore & Ohio Railroad, we were presented with a photograph of this inspection party, from which we had made the cut herewith presented. The yard masters had a delightful day for their inspection and a very pleasant time. In the evening they celebrated with a ride through the city on the car "Electra" of the Columbus Railway and Light Company



Increased Prices.

A conference of Associations on the New York Central Lines West of Buffalo was held recently at Collinwood, Ohio, to discuss the advisability of making the minimum price for beds in our Associations 15c instead of 10c. After some discussion a vote was taken which showed a unanimous sentiment in favor of this increase. Associations East of Buffalo made a similar increase some months ago. The new Association at St. Louis, which will be opened within a few weeks, is to have the minimum price 25c. We are paying from 20 per cent. to 50 per cent. more for supplies, and such an increase is very necessary

By vote of our Board of Trustees our bed rate will be increased 5c on and after September 1st. The prices will then be 15c to members and 30c to non-members. A new supply of linen is being purchased, the beds are all being overhauled and put in first class shape, and with a complete change of linen every time a bed is used a fellow will get more benefit from the dormitory than the increase of price indicates. We are sure that aside from a few "chronic kickers" this increase in price will be approved by our membership, at least by the time the increase goes into effect.



Evening Educational Classes.

It is not too early to plan how we are going to spend our winter evenings, though we may not be in the spirit just now for thinking on such a subject. If you know how a young fellow spends his evenings it is a very easy matter to tell what success he will make of his life and in what direction he will progress. For a number of years we have been helping ambitious young men to supplement their education by conducting in our building for six months, beginning with October 1st, educational classes in a number of subjects. We have always been willing to conduct a class in any subject where ten or more young fellows pledged to attend. We are planning definitely to conduct classes the coming winter in mechanical drawing, blueprint reading, mathematics—arithmetic, algebra and geometry,—telegraphy, shorthand & typewriting, and business methods. We will be very glad to have you enroll at an early date in one of these classes.

At the end of the year many of our students take the International Examinations, and if they pass they receive from the International Office at New York a certificate which is honored by a large number of colleges and universities, where credit is given for the work done. If you later on attend college you will find that you have made up time on your regular college course by taking advantage of these evening educational classes. If you do not attend college you will be infinitely better off because of the work done and the habits of study formed.

The following students passed the International Examinations last Spring and have received their certificates: Messrs. Frank L. Fenner, Everett Kelly, Frank Euans and Joseph W. Cave for the first year, and Messrs. A. Byrone Jones, Willard E. Barnhart and Walter Dwight Bower for the second year



Beautiful Columbus.

There has been a great deal said lately in the papers about "larger Columbus," but we do not read very much about beautiful Columbus. There is greater need just now of improving what we have than there is of taking in more territory. The walks on most of our streets are abominable. On High Street just north of the viaduct the walks are worse than in a country town. They are made of brick with very poor foundations underneath, and at times you are besmired with mud by stepping on a loose brick and forcing the mud on yourself,—or perchance on some passerby. If this is true of our principal street what could be said of side streets. We are glad, however, to note that we are "waking up," for this summer a great many of these brick walks have been forced to give way to cement walks. There is some talk lately of an anticipated ordinance of our City Council compelling cement walks to be laid as in favor of the cement trust, but whether such an ordinance would be in favor of the cement trust or not it will certainly be in favor of better walks in Columbus, which are surely needed.

Then again so many of our streets are exceedingly unsightly because of the many telephone poles that are on them. We were looking down a street recently that had a lot of poles on each side of the street, and it looked like the lane of some farmer leading back to the woods. It seems that there has been no policy pursued in regard to telephone poles which would lessen the number on any street, each company being allowed to put up its own poles on the streets irrespective of what other poles are located there. Within 125 feet on one street we counted the other day four poles, and most of them were so large we could hardly reach around them. It seems to us that our city fathers should try to beautify our city by doing away with at least

half of these poles on our streets. The city ought to own all the poles in town and put them up down the alley rather than down the street, and then charge all public service corporations rental for the use of these poles. Where possible conduits should be used and all wires placed under ground. Columbus is known over the country as "a city of one street" yet this one street is defaced by a lot of poles on each side. Especially is this true outside of the thickly populated business section. Do all you can to bring about a more beautiful Columbus.



General Repairs

Have you been to our building since we began the improvements to the same? If you have you have been more than pleased we are sure by the brightness of the walls and the inviting condition of the wood work. This is because we have been making generous use of wall paper cleaner, new wall paper where needed, and paint.

Then again, have you noticed our large new sign? To our mind it is one of the best on High Street and has attracted considerable attention because it is of such new design, there being but three or four other signs like it in the city. It is a large transparency built on the style of an electric sign which shows up better in the day time than an electric sign and nearly as well at night. The best part of our new sign is that it costs considerably less to operate than it would if it was an electric sign. It is, however, taken by nearly everybody for an electric sign, and if our friends desire so to think why of course we have no objections. We are just now in the midst of our repairs, and it will be some time yet before we are through. When we are our building will be in first class condition for the heavier business of the winter months. Our dormitory will be given a complete overhauling, and the carpet in the front room will be replaced by the best grade of inlaid linoleum. We do not want to have any more carpets about our building after those now in use are worn out. Carpets are too unsanitary for our use. We trust our members will continue to be patient until this work is completed. We assure them if they will we will have our building in better shape than it has been since the opening.

THE HUFFMAN-CONKLIN CO.

HEATING AND PLUMBING

Will Save You Money to Have Them Do
Your Work.

CALL THEM FOR ESTIMATES.

Bell 934—PHONES—Citz. 2934

A National Bank

WITH A SAVINGS
DEPARTMENT

OPEN SATURDAY EVENINGS



SELLS FOREIGN DRAFTS

Have some money working
for you. When you want it, it is
ready for you.

Citizens Phone 2423

A. E. FOLEY

GROCERIES

Meats and Notions

COR. TWENTIETH ST. & LEONARD AVE.

The Peoples Bank

Cor. 20th and Mt. Vernon Ave.

Cordially Invite Your Consideration.

4% ON SAVINGS AND TIME DEPOSITS

BURNS TAILOR

FOR MEN AND WOMEN

73 NORTH HIGH ST.

CARLILES

ON THE VIADUCT

WILL FURNISH

YOUR HOME

Complete with Prices and Terms
to Suit Your Purse.

VISIT OUR STORE

445 } N. High St.
447 }

DRINK NOTHING

THAT CONTAINS GERMS

THE PURE MILK CO.

STERILIZES

ALL MILK AND BOTTLES.

Bell 523—PHONES—Citz. 5161

Out of the Old and Into Our New
— Plant —

LARGEST WEST OF THE ALLEGHANIES

RANKIN BROS.

NEW METHOD LAUNDRY

73, 75, 77 N. Fourth St. PHONES { Bell 1230
Auto. 3230

SAVE GAS ^{BY} USING

Knoderer's Hot Blast Natural Gas Burner

Can be used in Stoves, Furnaces, Steam and Hot Water Heaters, Auxiliary Boiler, Candy and Metal Pots. Only burner on the market in which perfect combustion is assured. Intense heat, small consumption of gas. Ready for inspection at the office of

L. F. KNODERER

Telephone 1518 150 SPRUCE ST.

Pat. No. 732,193. Pat. June 30, 1903. A liberal reward given for information on any infringement on this patent.

WE SELL THE BEST

\$3.00
HATS
ON EARTH

H. A. MORGAN CO.
167 N. High St.

The most complete line of furnishing goods in Central Ohio.



THE BANCROFT BROS. CO.

JEWELERS

Lowest Prices on Railroad Watches

Repairing and Rating of Fine
Watches a Specialty.

108 N. HIGH ST., near Long.

COME IN AND HEAR THE

VICTOR, COLUMBIA and EDISON

OUR STOCK IS COMPLETE

VICTOR AND EDISON MACHINES FOR
CASH OR ON EASY PAYMENTS

W. H. SNYDER

On the Viaduct. 344 N. HIGH ST.

To Get the Best

TRADE AT

Crane's' Grocery

Removed to New Store

493-495 N. HIGH ST.

Telephone 1213

THE EDWARD E. FISHER COMPANY

FUNERAL DIRECTORS

1239-1241 N. HIGH STREET

PHONES { Bell 18
Auto. 2018 Private Ambulance Service.