

THE SANTA FE MAGAZINE

n of youth and the
od. They are helpless
ren probably, on mis-
or pleasure. The bride
husband, the son to his
er to her brother—we
we do know that this is
ual reality. We know
witnessed this on the
We know that neither
er has ever equalled this
Mr. Railroadman— you
essed these things—what
ean to you? If we can
overcome these things we
ed a duty to humanity and
men, and "He best serves
es his fellowmen."

TY-NINE MASTERS

ads have forty-nine masters,
can say what they shall and

Interstate Commerce Commis-
the roads more revenues, any
e commissions may block the

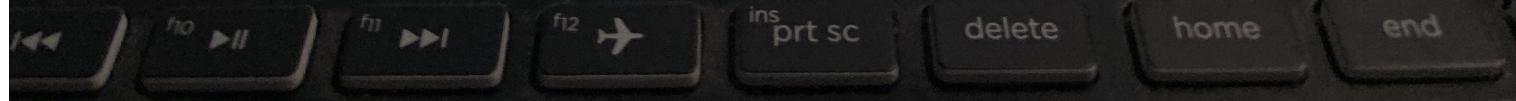
Bureau of Railway Economics
e net operating income of the
in the United States for June,

the following list of employes who made
an average of ninety-five percent or
better in their lessons for the month of
October:

EMPLOYEE	LOCATION
*J. W. Boyd.....	Chadron, Neb.
Archie Skinner	Chicago, Ill.
L. A. Livingston.....	Fort Madison, Ia.
Clarence Ballard	Chicago, Ill.
*Minden M. McGee.....	E. Las Vegas, N. M.
H. M. Nelson.....	Chicago, Ill.
William Gruys	Waynoka, Okla.
George M. Harper.....	Gallup, N. M.
*Fred M. Kunish.....	Topeka, Kan.
K. C. Boggs.....	Topeka, Kan.
W. M. Brown.....	Emporia, Kan.
*Hubert L. Shebik.....	Brownwood, Tex.
H. J. Rodda.....	Great Bend, Kan.
Browne E. Clark.....	Topeka, Kan.
*I. E. Osburn.....	Pueblo, Colo.
A. F. Gutierrez.....	San Marcial, N. M.
Jacob C. Rinehart.....	Peoria, Ill.
*Edward F. Payne.....	Albuquerque, N. M.
John Haller	Chillicothe, Ill.
Frank C. Williamson.....	Topeka, Kan.
Elmer L. Harr.....	Colfax, N. M.
*R. K. Bradley.....	Hanford, Cal.
Harvey A. Parker.....	Dodge City, Kan.
Sardis S. Clark.....	Neosha, Kan.
Joseph W. Lewis.....	Burlington, Okla.
Herbert D. Kistler.....	Topeka, Kan.
Wilfred E. Bush.....	Topeka, Kan.
William P. Bowen.....	Bakersfield, Cal.
Coy R. Dixon.....	Topeka, Kan.
W. H. McKnight.....	Brownwood, Tex.
L. A. F. Maes	Klondike, Cal.

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Evaluating $\lim_{x \rightarrow 0^+} f(x)$ reveals Horizontal Asymptotes



, Mr. Railroadman — you witnessed these things—what mean to you? If we can overcome these things we had a duty to humanity and ourmen, and "He best serves his fellowmen."

RTY-NINE MASTERS

roads have forty-nine masters, I can say what they shall and do.

Interstate Commerce Commission says the roads more revenues, any state commissions may block the

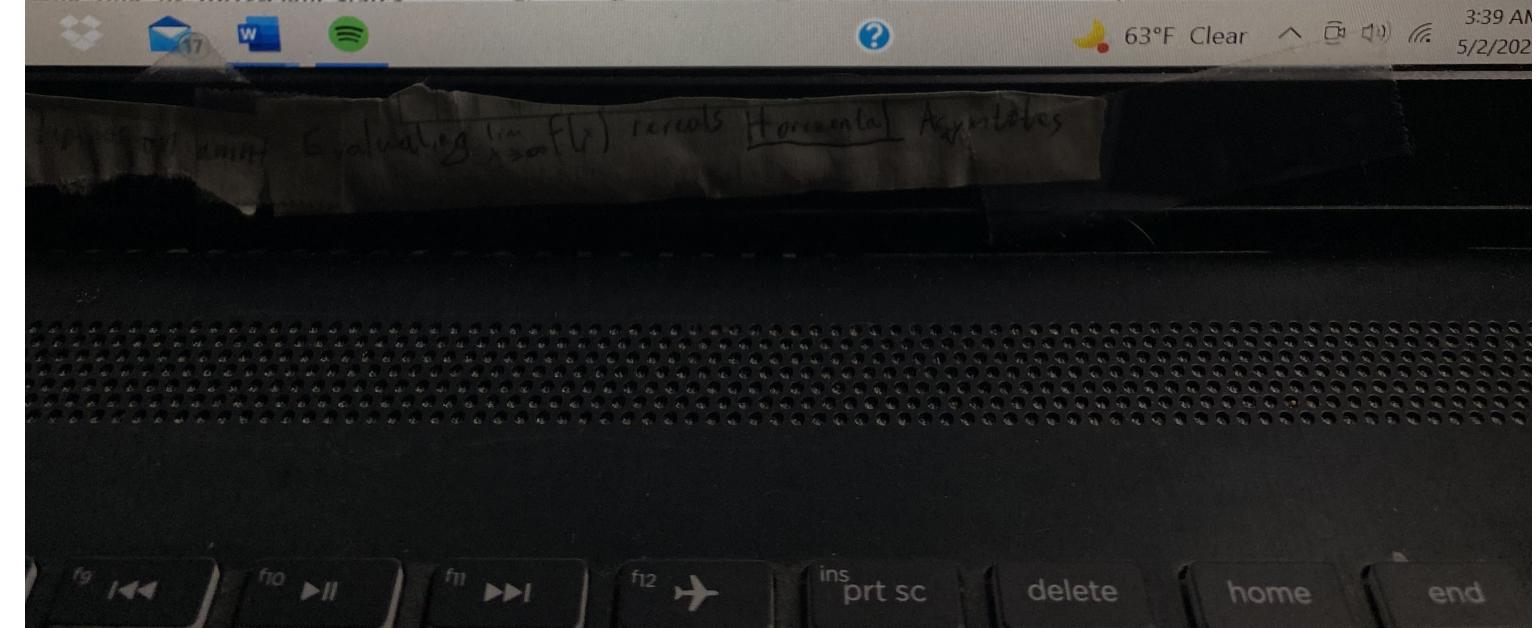
Bureau of Railway Economics says the net operating income of the roads in the United States for June exceeded that for June, 1915, by \$11,000,000, or 25.9 percent. This indicates an increase in railroad prosperity; now there is no extensive development of railroads, and less new mileage was built last year than in any year in a century. More lines were bankrupt at any previous time.

American Bankers' Association, at its conference in Kansas City, attributed lack of railroad development in large measure "to the embarrassment of railroad growth because of investment hesitancy which has arisen in consequence of confusion, waste and inefficiency of road supervision by congress and at the same time by forty-eight states."

William Gruys	Wichita, Okla.
George M. Harper	Gallup, N. M.
*Fred M. Kunish	Topeka, Kan.
K. C. Boggs	Topeka, Kan.
W. M. Brown	Emporia, Kan.
*Hubert L. Shebik	Brownwood, Tex.
H. J. Rodda	Great Bend, Kan.
Browne E. Clark	Topeka, Kan.
*I. E. Osburn	Pueblo, Colo.
A. F. Gutierrez	San Marcial, N. M.
Jacob C. Rinehart	Peoria, Ill.
*Edward F. Payne	Albuquerque, N. M.
John Haller	Chillicothe, Ill.
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William P. Bowen	Bakersfield, Cal.
Coy R. Dixon	Topeka, Kan.
W. H. McKnight	Brownwood, Tex.
L. A. F. Maes	Klondike, Cal.
*J. E. Scobee	Florence, Kan.
David L. Mash	Dallas, Tex.
James Bertola	Van Houten, N. M.
*C. J. Baer	Gallup, N. M.
Frank J. Repman	Cleburne, Tex.
R. L. Varbel	Oklahoma City, Okla.
Harry W. Soderberg	Coffeyville, Kan.
Homer Bach	Gardiner, N. M.
John A. Plummer	Emporia, Kan.
Chester F. Ebey	Topeka, Kan.
O. W. Tyler	La Junta, Colo.
*L. C. Kirkhoff	Newton, Kan.
*Victor E. Motley	Brownwood, Tex.
Amar E. Blazer	Colony, Kan.
*W. T. Durham	Sweetwater, Tex.
F. W. Heindel	La Junta, Colo.
Mayo W. Short	Emporia, Kan.
Harvey Brown	Kansas City, Kan.
W. G. Hughes	Emporia, Kan.
William B. Ellis	La Junta, Colo.

3:39 AM

5/2/2022



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The Bureau of Railway Economics shows the net operating income of the railroads in the United States for June, 1916, exceeded that for June, 1915, by \$81 a mile, or 25.9 percent. This indicates an increase in railroad prosperity; yet even now there is no extensive development of railroads, and less new mileage was built last year than in any year in half a century. More lines were bankrupt than at any previous time.

The American Bankers' Association, at its conference in Kansas City, attributed this lack of railroad development in large measure "to the embarrassment of railroad growth because of investment hesitancy which has arisen in consequence of the confusion, waste and inefficiency of railroad supervision by congress and at the same time by forty-eight states."

Public confidence in railroad securities can be increased only by calling a halt upon the use of legislative bludgeons.—*Leslie's*.

THE SANTA FE STANDARD

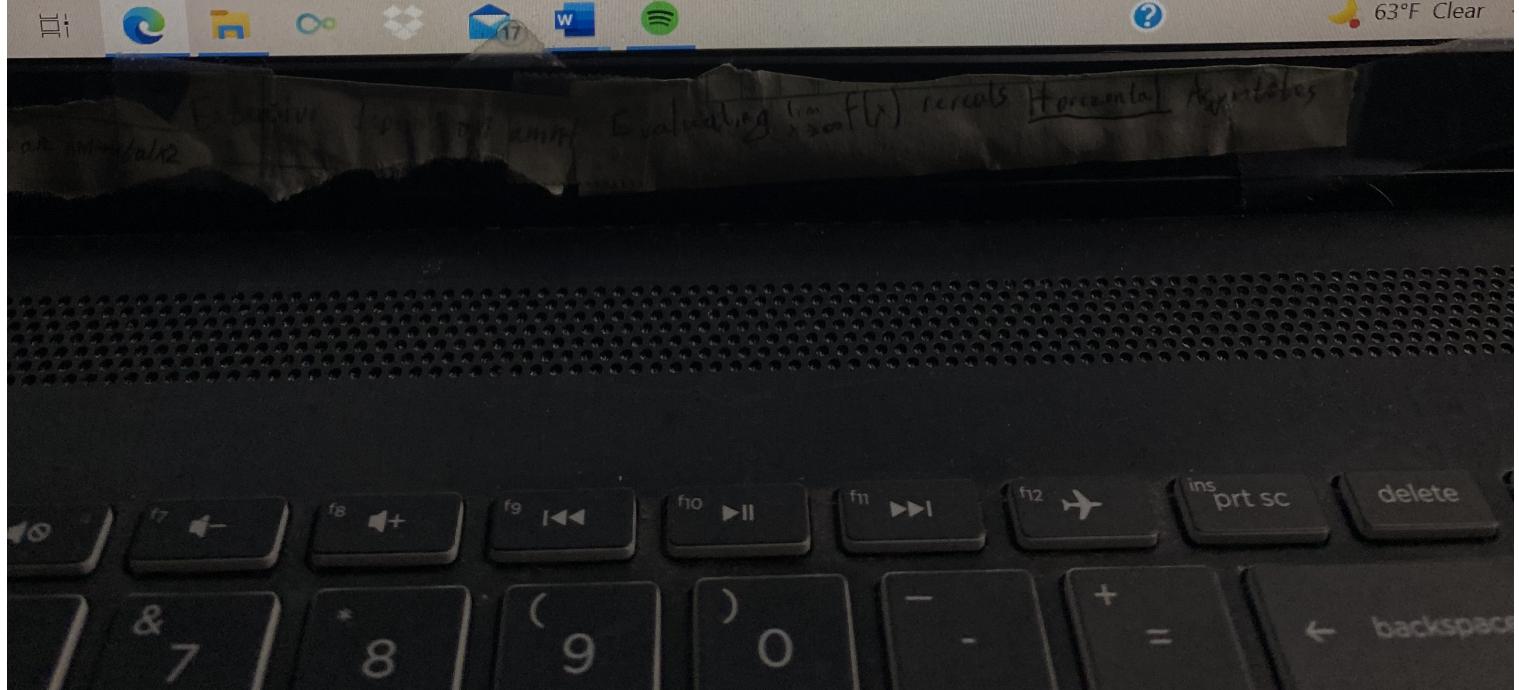
In order to demonstrate the high standard maintained by Santa Fe students in their studies at the International Correspondence Schools, we publish this month

William P. Bowen.....	Bakersfield, Cal.
Coy R. Dixon.....	Topeka, Kan.
W. H. McKnight.....	Brownwood, Tex.
L. A. F. Maes	Klondike, Cal.
*J. E. Scobee.....	Florence, Kan.
David L. Mash.....	Dallas, Tex.
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Willie Podgett.....	Cleburne, Tex.
T. A. Langston.....	Las Vegas, N. M.
E. Charboneau.....	Derby, Kan.
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Edward P. Brandt.....	Topeka, Kan.
*E. L. Gennette.....	Peabody, Kan.
J. S. Upton.....	Bakersfield, Cal.

*Students who attained 100 percent.

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to the bank, while others were pulling the dog from the water.

His master says money cannot tempt him to part with Jack. He is just an ordinary, good-natured dog, but we think he is a living example of the Safety First motto.

A. T. MUIRHEAD

* * *

THE BLOSSBURG BRANCH

Canton, Kan., December 26, 1916

To the Editor:

Will you kindly advise through THE SANTA FE MAGAZINE what the Blossburg Branch of the Santa Fe is maintained for, and how trains, if any, are operated? Note there is no schedule shown on the timetable. The branch runs from Dillon, N. M., to Blossburg, N. M.

W. E. KIDDOO

[The Dillon Branch, running from Hebron to Van Houten, serves the Van Houten property mines; the Blossburg Branch, running from Dillon to Blossburg, with an extension to Brilliant, about four miles in length, serves the Brilliant mine owned by Van Houten.

There is no train service on either branch, excepting our coal runs, operated only for the purpose of distributing empty equipment at the mines and hauling down coal and coke, and this accounts for the fact that, while the branches are shown on our maps, no train service is shown on our timecards.—THE EDITORS.]

* * *

FEDERAL CONTROL VS. GOVERNMENT OWNERSHIP

Grenola, Kan., December 18, 1916

we all understand with the great constantly on the n systems to move ital and labor, a other for its exi cerned learn this satisfactorily, the good will prevail.

The railways ha account of the gre close, and in the war will be great behooves us to ge common good.

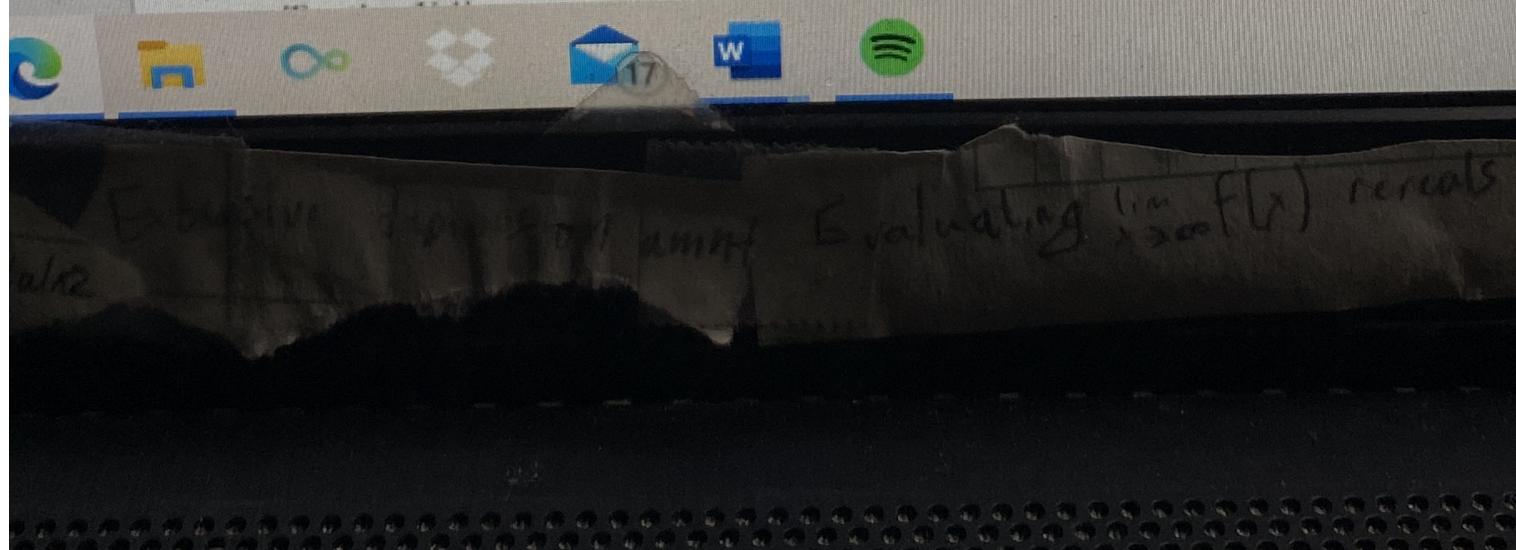
FROM A

Gallup, ?

To the Editor:

For the past year devout and interest FE MAGAZINE, and esting to me than a that appear monthly

There is one thing in my mind during several times I have about it but never se it. It is this: Du year there are a greats and loss and o system and local, wh Fe employes cannot direct interest in the ings. The only way



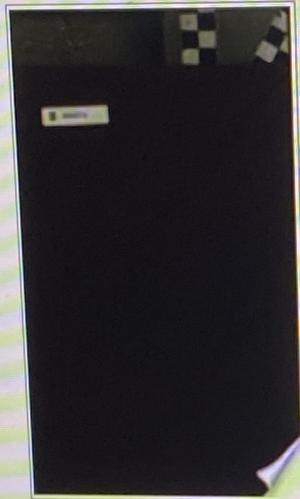
swastika coal and coke

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The Santa Fe Magazine, Volume 11



Santa Fe Magazine., 1916 - Railroads



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