

only about saving time. All carelessness is not willful or premediated and most of it that occurs in railroading is to save time. A baggage truck placed too close to the edge of the platform to be in position to work a passenger train is very dangerous and we do not figure that someone may try to jump off of an engine or car at the point where our truck is placed and the result is that someone gets injured or killed. The truck should be kept back a safe distance until train has stopped and it is far better to lose this one minutes time than to lose a life. It is also a bad practice to drop truck handles instead of hooking them up and this alone causes numerous injuries from stumbling over them and hard to explain except by carelessness or thoughtlessness.

Thoughtlessness or carelessness is our greatest evil and too many of us figure on our own safety regardless of others, while some do not seem to consider that. For illustration: Two Jews out in a boat fishing one day began a discussion of a coming sale and became so interested that they failed to notice that their boat had sprung a leak and was rapidly filling. Another boat in passing, whose occupants noticed this condition, shouted to them to pull for shore, that their boat was sinking. They answered: "Vot do we care, its not ours." Their personal safety was at stake but they did not consider results to themselves.

It is not necessary to jump the bridge before we get to it, but we should be ready to jump when we do get to it and a good many of our accidents will be prevented. Be careful and figure on results every time.

Carelessness is a disease which grows if not stopped before too late, and we must guard ourselves against it. A little careless one day and we

take one chance and the next day more careless and we take two chances and it will grow rapidly without our hardly realizing it. We should not only govern ourselves with the words carefulness and safety alone, but should watch with an eagle eye for every defective thing that is liable to cause injury or death to some unsuspecting employe or person and we should strive to play safe for ourselves as well as others all the time.

Watch for Nails.

H. STEPHENS.

Pocahontas, Ark.

In handling freight and baggage, I sometimes notice loose nails and strips of tin or iron projecting from boxes and trunks. These occasionally cut the hands of the persons handling them, and, whenever possible, I secure something and drive the nails home and tack in and repair any tin or iron which may be projecting.

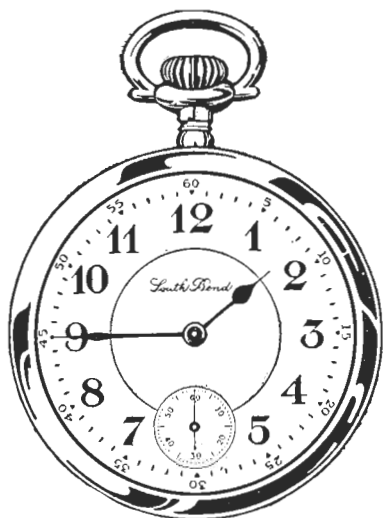
Think, Think, Think.

J. H. WHEELER.

"Our Motto Safety First." We urge each and every employe from the president down to the track-walker or laborer to think, think, think, and be sure there is no danger, then act. We feel positive that there is not an employe who wishes to be injured or lose limb or life, so we again urge great care on the part of all concerned.

THIS WATCH CANNOT COST YOU A CENT

If Railroad Watch Requirements Change.



What would you do if railroad watch requirements should change tomorrow?

Would you feel like paying out the price of a new watch?

This is a vitally important matter which you should take into consideration when you buy a new watch. A South Bend Studebaker R. R. Watch protects you absolutely against any cost, if railroad requirements change—

It is sold under such a guarantee— And it is the only watch which gives you such protection.

Mark Floyd, engineer on the 20th Century Ltd., carries a Studebaker— And in five months' time it has not varied fifteen seconds.

Mark will tell you it is the most reliable watch he ever owned—

You couldn't give him any other watch.

And when you have once felt the satisfaction of owning this Master Timepiece, you will never change to any other.

While you have it in your mind, write for a copy of our great Watch Insurance Certificate.

A postal will bring it.

South Bend Watch Company

Makers of Master Timepieces

South Bend, Indiana

**Bankers Trust Company Building,
16 Wall Street, N.Y., to be Occu-
pied May 1st, 1912.**

An engineering project of great interest is nearing completion in New York, namely, the new bank and office building of the Bankers Trust Company. This building is a tower 540 feet high, built of steel and granite, and stands on a lot about 100 feet square at the corner of Nassau and Wall Streets, one of the most important historical sites in America.

In strict accord with the scientific principle which leads the wise manufacturer to discard old machinery for the latest improved machines, the Bankers Trust Company after acquiring the leasehold for the ground which is one of the most valuable pieces of real estate per square foot in the world, decided to raze the Gillender building which then stood on the site. That building which was only fourteen years old, was one of the finest buildings in Wall Street, being a steel and granite modern structure twenty stories in height. The tearing down of this building excited much wonder and comment, and called attention in a striking way to the necessities of modern business life in congested districts where land values are exceedingly high. The old building, although so modern and complete, had to be removed in order to make room for a building of greater area and greater height, which would more efficiently answer the needs of the district, and would bring a more adequate return on the investment.

The work of demolition proceeded with railroad regularity and it was only 45 days from the time the work was commenced until the great building had entirely disappeared. Then began the tedious operation of constructing the foundation which would sustain the forty story tower weighing 60,000 tons which the Bankers Trust Co. proposed to erect. The Foundation Company worked below water level for many weeks, sinking caissons and constructing cofferdams.

The "Record and Guide" commenting on the foundation work says: "It was finally decided to depart from general practice and cofferdam the whole plot by sinking a series of 18 interlocking caissons around the outside walls of the building to bedrock." This was a



development of the principle applied in cofferdam foundation work under the Mutual Life & Commercial Building

and the Stock Exchange. In the case of the Bankers Trust Company building, however, no interior caissons were used.

This cofferdam was seven feet thick from sidewalk to bedrock, about 67 feet below the street. It was made entirely of concrete, reinforced with $\frac{3}{4}$ -inch round bars between the caissons. The whole was waterproofed with hydrolithic cement, so that seepage carried off by small drains running between the footings of the walls amounts to only about a quart a day, although the pressure against the walls is about $1\frac{1}{2}$ tons to the square foot, at a depth of 50 feet where the quicksand rests upon hard pan, which in that part of the city runs from 10 to 15 feet deep on hard gneiss bedrock. Entirely below the level of the street there are three complete stories. The lowest one devoted to the service of the building and the power plant, and the other two to be occupied by the Bankers Trust Company for storage purposes and the great vaults which will be the strongest in the world.

In appearance the building is a tower of medieval outline and classical detail; its general outlines are those of the famous Venetian Campanile, and the purest details of Grecian architecture have been adopted most successfully. The lot on which the building stands being almost square and of liberal dimensions, the architects had the opportunity of rearing a building which is all tower, or inversely a tower which is all building. Here is a radical departure from other high structures in New York, which are high by reason of their towers reared upon the building proper. Bankers Trust Company building is about five diameters in height divided into a quadruple composition, the lower part being a lofty Ionic colonnade resting upon a high stylobate; the second part being the shaft of the tower, quite plain and containing most of the office floors; the third part consisting of the loggia, also in Ionic style, and the fourth being a stepped pyramid of stone, which forms an unique and imposing top or roof. The architects have applied the elastic Grecian style of architecture to produce a simple, graceful and dignified structure, singularly appropriate to the location and purposes of the building.

The Trust Company's entrance will be on the street level, but the main office will be in one lofty room, taking up the entire second floor of the building. This room, except for a peristyle, will be entirely free of columns, the interior columns of the building being carried above the room by means of enormous steel braces. This room 20 feet in height will be reached by three private elevators on the entrance floor. In this room the officers of the Company will have their quarters and all departments which must be easily accessible to the public.

Dearborn Treatment

Overcomes all bad water troubles because scientifically prepared to suit conditions shown by analysis of the waters.

Scale, Leaking, Corrosion, Foaming and Priming Prevented.

Gallon samples of the waters are required for analysis. When reports are completed, we are ready to prepare treatment and will send an expert engineer to instruct in the proper handling of the materials.

Dearborn Drug & Chemical Works
McCormick Bldg. CHICAGO

ACCURACY IS SAFETY



One of the most important elements in Safety First is accuracy, and this is peculiarly true in railroad service regarding time. By the Montgomery Dial, time is told to the minute at a glance.

Every railroad man should have one of these dials on his watch. Mistake in reading time impossible. Easy to make a mistake of an even five minutes on the ordinary dial, and such a mistake might mean your life and the lives of others. They are noble, as well as practical. All figures are upright. Quick! Safe! Sure! Sold on Elgin, Waltham, Illinois, Hampden, South Bend, Seth, Thomas, Rockford and Hamilton Watches. Get one for the watch you now carry from any inspector or jeweler. If he has not got them in stock he can get them from Jobbers or direct from any of the above named manufacturers. Sold on all above make of watches without extra charge.

Montgomery Safety Dial Co. TOPEKA, KANSAS

South Bend Watch Company Compelled to Enlarge Plant.

"If a man write a better book, preach a better sermon, or make a better mouse-trap than his neighbor, though he build his house in the woods, the world will make a beaten pathway to his den."

So said Ralph Waldo Emerson, the illustrious philosopher.

And a shining example of this truism is the South Bend Watch Co., of South Bend, Ind.

Although this enterprising concern was established only eight years ago, today it stands in the front ranks of the watch industry.

Every year of its history has seen an increased demand for the South Bend watch, and each year the company has been compelled to employ more and more help, until at last the plant has reached its fullest capacity and an addition to the factory is necessary.

Sheer merit is responsible for this phenomenal growth. There is no article of merchandise of which the public demands so much and which will show its defects so quickly as a watch.

The ten-thousandth of an inch in a measurement—the slightest imperfec-

tion in the construction—means a variation of many seconds in the time-keeping of a watch, and the South Bend has shown by the tests of the public that it is as nearly perfect as it is possible for brains, human hands and modern machinery to make it.

The Studebaker, the famous railroad model of the South Bend Watch Company, is a revelation in modern watch making.

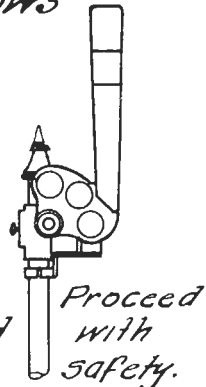
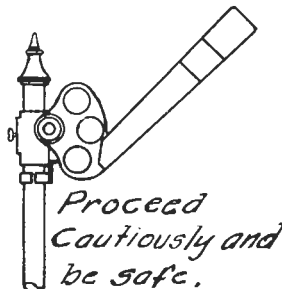
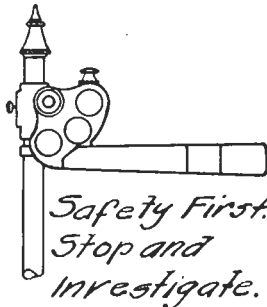
This "Master Timepiece" is the accepted standard of our American Railroads. It is carried by the men who keep many of our mile-a-minute trains on time—such men as Mark Floyd, the engineer who pulls the famous "20th Century Limited" through space at lightning speed. Mr. Floyd's Studebaker has not varied fifteen seconds in five months and he says it is the most reliable watch he ever owned.

When watches give such service as this, it is no wonder they are in great demand.

The South Bend Watch Company has an advertisement in this issue on page 63, which will give you some information concerning their product, and if you will write to the company direct, they will send you a free book on watches.

Trout's Contribution.

—THESE SILENT SAFETY FELLOWS



ARE SAVING DAY AND NIGHT. —————