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The Portrait Habit

Habit is acquired. Some will appear before our camera regularly—others, less mindful of their friends, only at long intervals.

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Alliance Art Studio
114 E. 4th Street

PAUL W. THOMAS
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Phone 175 Alliance, Neb.

At the Famous Clothing House drawing last Thursday Mrs. Axle Johnson was the lucky winner. Marcus drew out the check to E. Taah and for a few minutes Mrs. Johnson was told she would be taken up for forty checks.

TRACK AND TRAIN

(Omitted last week)
Passenger Conductor Zollinger returned last Friday from a business trip to Omaha.

Word comes from W. H. Law that he is now at Troy, Mont. Mr. Law was at one time a switchman here.

Brakeman Crittenden has resigned. He will return to his home in McCook.

Mrs. Jennie Reed and daughter Ruth left Monday for a short visit with Will Reed in Missouri.

Machinist Austin went to Seneca Monday to spend Christmas with his parents.

Mr. and Mrs. Ward from the Black Hills spent the past week in Alliance at the home of their son, Conductor J. S. Ward.

Fireman Hanson who has been employed here the past two years has resigned. He will try farming near Havelock, Nebr.

Conductor Ed. Beard has gone to Aurora to spend the holidays with his parents. Conductor Horn has Beard's car and crew.

Conductor U. N. Hoskins is taking a short vacation during the holidays. Conductor F. Hill has Hoskins' car and crew.

Engineer George Bell was taken very suddenly ill at his home Monday evening and is still very sick. He is under the care of Dr. Slagle.

John Leidtka, B. of R. T. legislative delegate, went to the high line Thursday to make a study of working conditions in the Black Hills.

Supt. George Griggs of the Sterling division and wife were in Alliance Monday doing Christmas shopping.

Mr. Smith, chief clerk in the train master's office, left Sunday evening for Sterling, Ill., where he spent the holidays with his parents.

Fireman Ambrose went to Ravenna Monday to attend a big ball given there. He returned Tuesday on No. 43.

Brakeman John Thompson, who has been working here about eighteen months, has quit and returned to his home in Creston, Iowa.

Machinists Morhman and Bracken left last Saturday night for Omaha and Nebraska City. They will be gone until the first of the New Year.

Brakeman Powell has had to lay off again after making one trip. Mr. Powell has just recovered from a severe attack of typhoid fever and was ambitious to get to work again.

Conductor Art Pickett and wife moved this week into a modern five room cottage on Toluca Ave. Mr. Pickett laid off a few days and Conductor Shields took out his car.

Miss Edna Bullock, sister of Conductor Clyde Bullock, has been very sick at the hospital the past ten days. On Christmas day she began to improve and is now slowly recovering under the excellent care of the Sisters.

A. P. Schorr, until recently a C. B. & Q. brakeman, writes from New York that he would sail last Friday for South America. His many friends here will be anxious to hear from him in regard to railroad conditions there.

Dan Crilley, a popular brakeman of the N. P. with headquarters at Livingston, Mont., came in Tuesday morning on No. 42 to spend Christmas with his aunt, Mrs. Moran. Some years ago Mr. Crilley was employed in the Norton store, where he made many friends. He is now in the freight service on the N. P. and will be promoted to conductor with the next class set up. He will return to Livingston Monday on No. 41.

Engineer Ed. Strand and wife were happily surprised the day before Christmas by the arrival of Mrs. Strand's sister Mrs. Anna Extrum from Axtel, Neb. Another brother, Mr. Elliot Strand, of the mechanical department also lives here. Mrs. Extrum will remain until after the holidays. On her return she will be accompanied by Mrs. Strand and little son, who will make a visit in eastern Nebraska and Missouri.

Mrs. U. N. Hoskins received the following card from her sister, who with her husband is traveling in South America. It is dated Dec. 14. "Dear sister: We are having a wonderful time here and wish you had come with us. We have seen much of the canal and are duly impressed. We have been on a finished part of the canal, rode about three miles down the center in a motor boat. Everything is so different, wild bananas, grape fruit and pine apples, and beautiful wild flowers."

Popular Alliance Railroad Man Killed

"Babe" Moran killed at Crawford Saturday afternoon by being crushed between freight cars

Funeral at Alliance Tuesday morning

"Babe" Moran, head brakeman on local 46, was so badly injured at 4:35 Saturday afternoon in Crawford that he died at 5:55 o'clock. Train No. 46 had pulled into Crawford and the two helper engines which are located there to help trains over Crawford Hill were busy with another train so that 46 was compelled to wait for them.

The following story of the accident as told by Conductor E. V. Cramer was corroborated by all the members of the train crew. "We arrived at Crawford at 3:05 p. m. I was on the engine and head brakeman Moran dropped off to cut off about 12 cars. We pulled up on the main line to take coal and water. The operator instructed us that we would have to stay there for the helpers. I asked him if the helpers would be down ahead of 43. He asked the dispatcher who said he thought they would see we left our engine and what cars we had standing on the main line between the depot and coal shed. The engine crew, the head brakeman and myself went up town to get something to eat. We came back and the operator advised us that the helper engines had gone into Rutland and would not be at Crawford ahead of 43. We backed down and coupled onto our train and pulled them up onto the south passing track so that the west end of the train was out of the interlocking plant. 43 arrived on the block of 43 the helper engines arrived, which was about 4:30. Brakeman Moran had asked me if it would be all right to cut the helper in right at the cut-off which leads from the main line to the south passing track. I told him if it would come behind 12 or 15 cars it would be all right. That was our conversation at the depot before the helpers arrived. After the helpers arrived they took coal and water and brakeman Moran started off alone up to the head end of the train. He's intention was to cut the train and put one of the helpers at the cut-off.

"The first I knew of Moran being hurt was when brakeman Hoag came running down along the train towards the rear end and said that Moran was fast near the head end of the train. "When I got to where Moran was he was standing erect with his feet on the ground facing towards the rear of the train, crushed between the couplers on cars KCS 24280 and OWRREN 11028, 19 cars from head end. There was a total of 58 loads, weighing 2835 tons, in the train. Moran was conscious but was suffering greatly. He asked me if I could not get a bull chain and pull that car away from him. The next thing he said was, "Well, I am all in." "We then took one of the helper engines and attached on the rear end pulling it away from him. The front engine was pulling as hard as possible but could not move that end at all."

It is the opinion of those who witnessed the accident that Moran had closed the angle cocks in order to stop the rear end of the train, which had started backwards, there being a very heavy grade at this point. In stepping in to put on the air in this way he probably gave no thought to the front end of the train, which moved down upon him in spite of the effort of the engine which was pulling forward.

The following statement of Engineer G. W. Johnson also throws some light on the affair.

"We headed in on the south passing track at Crawford and after the helpers came down and stopped at the coal shed the brakeman went up on top and set a few hand brakes. He then came down my side of the train and went in between the

I suppose to turn the angle cocks and cut the hose. He came out, gave me the slack signal, a small back-up signal, and I gave him the slack by just releasing the straight air on the engine and let the train slack itself back until he gave me the go-ahead sign. I then released the air and opened the throttle but I could not start ahead and the engine kept on moving backward very slow. I felt the slack come together heavy on the rear end of the train and just at that time he gave me a stop signal and stepped in between the cars. I applied the straight air just as quick as he gave me the sign and I suppose the engine went back two or three feet after that. I stopped there quite a little while, waiting for him to come out and give me another signal. In a little while I straightened up and looked back over the train. I thought I could see him on top of the train, setting hand brakes. Pretty soon I saw a young fellow come running up, who shouted to me that there was a man between the cars and to move the engine ahead."

As soon as Moran was released he was taken into a nearby house and a doctor called. In about thirty minutes he asked for a priest. The priest at Crawford was not at home so an auto was sent to Port Robinson, making the trip there and back in a few minutes.

As soon as the accident was reported to the Alliance officials a special train was ordered to take his mother to Crawford. The special was ready and waiting with Engineer Wilson and Conductor Evans in 35 minutes but just as it was ready to start the death of Moran was reported.

The body was brought to Alliance and funeral services were held at Holy Rosary church Tuesday morning at nine-thirty o'clock, Rev. Fr. Donnelly officiating. The members of the Alliance Fire Department attended in a body, as well as a large number of Alliance railroad men.

Moran carried insurance in the Burlington relief. He was employed April 1, 1912. He was well liked by those with whom he worked and was acquainted and his death is deeply regretted by all.

\$100 REWARD, \$100

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer one hundred dollars for any case that it fails to cure. Send for list of testimonials.

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SURVEY REPORTS IN DEMAND

That the Geological Survey is not among the bureaus mentioned by the Public Printer as issuing publications faster than they can be distributed is indicated by the following extract from the Director's Annual Report: "The work done by the Survey finds public expression chiefly through its printed reports and maps, which are published in editions adapted to meet the demand. During the fiscal year ended June 30, 1912, the number of reports printed (437,501) corresponded very closely to the number distributed (437,537). The reports are sent out only on application."

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Advertisement

In the notice in last issue of The Herald regarding the family reunion at the residence of Mr. and Mrs. E. Lester, a mistake was made in the initials of one of the persons named. The name W. E. C. should have been J. E. C.

Miss May Barnes is home from school and will spend her vacation here, with parents.

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A Happy New Year to You

At this time, in the midst of the extra work at the year's end, we like to pause a moment to extend to our friends the compliments of the season.

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We give this as our New Year's pledge: Throughout the year we shall make every effort to keep and merit a reputation for efficient service and fair and courteous dealing.

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