

Men Who Manage Great Railroad Systems

DEVELOPMENTS in the Rock Island system's general scheme

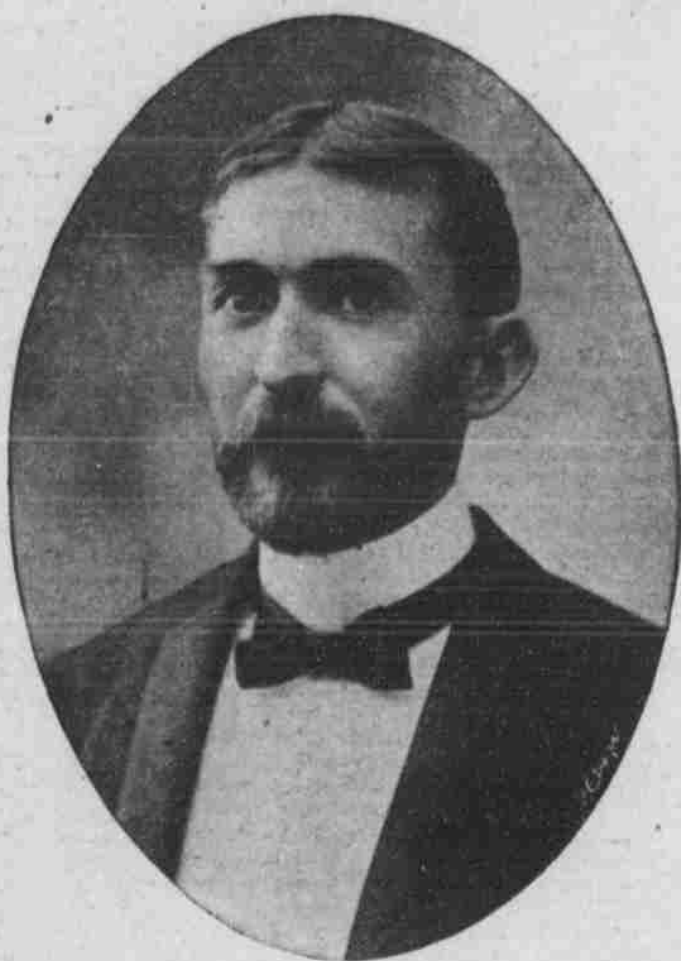
have been so rapid of late that the public has hardly been able to keep up with the movements of the magnates in control. From a comparatively conservative road, with a territory considerably circumscribed, it has been developed as if by magic into the most extensive system in the world. Line after line has been taken into the system, until its map, which not so very long ago didn't require more than four or five states, now takes in the greater part of the union, and "The Rock Island States of America" has more significance than a mere advertising catch phrase. The man who has been given the active management of the affairs of this extensive system has developed almost as rapidly as the plans of the road's owners. Ben Winchell has long been known in railroad circles and to a certain narrow element of the railroad-patronizing public as a man of apparent ability, affable, genial and pushing. He had never held any very prominent position with a big road, but had had an immense amount of training on "jerk-water" lines, where he had all kinds of chances to prove his executive ability. He has apparently proved it, for he was recently called to Chicago to become third vice president and general manager of the Rock Island system. This gives him more power than is vested in any other railroad general manager in America, and that means in the world.

Benjamin L. Winchell is one of those men in railroad circles whose rise has been steady. Mr. Winchell first entered the railroad service in 1873 as a clerk in the office of the general superintendent of machinery on the Hannibal & St. Joseph. From 1875 to 1877 he was a clerk in the auditor's department of the same road, and from November 27, 1877, to December 31 of the next year, when he was promoted to be chief clerk in the office of the general freight and ticket office. On January 1, 1879, he was made assistant general passenger agent of the Atchison & Nebraska railroad, which position he held until March 21, 1880. From April 1 to June 1 of that year he was chief clerk in the general passenger department of the Kansas City, Fort Scott & Gulf railroad and the Kansas City, Lawrence & Southern.

Mr. Winchell was then made assistant general passenger and ticket agent of the same roads, which position he held until June 1, 1882. He became assistant general passenger and ticket agent of the Kansas City, Fort Scott & Memphis and the Kansas City, Memphis & Birmingham railroads, and was in this position until May 1, 1885. For the next year he was general passenger and ticket agent of the Union Pacific, Denver & Gulf railroad and the Leadville, Denver & Gunnison. He afterward resigned this position to accept a similar one with the Frisco, of which he became general passenger agent, with headquarters at St. Louis. Subsequently he became general manager of the Colorado & Southern at Denver and developed his executive ability in all departments. He afterward returned to Kansas City to the Fort Scott line as chief executive officer and when the Frisco consolidation was effected he went to St. Louis as vice president and general manager of the Frisco system. The Rock Island appointment will not disturb his relations as vice president of the Frisco system in general charge of its affairs and he will be frequently called to St. Louis from Chicago, where his headquarters are now located, on Frisco business. Mr. Winchell will have entire charge of the affairs of the new Rock Island system in the west, having also special charge of the development of the commercial interests of the system.

In the resignation of Robert W. Baxter from the superintendency of the Nebraska division of the Union Pacific, the employees feel that they have lost a warm friend. Mr. Baxter was a man who was ever ready and willing to listen to any employe who came to him, and the general impression among them is that he always gave them good advice. He was always in close touch with his men.

Mr. Baxter was born in 1851 and entered the railway service when but 16 years of age, working under his father as a messenger boy. He served in almost every capacity up to roadmaster, and prior to August, 1890, he was superintendent of the Wyoming division of the Union Pacific. His term of



ROBERT W. BAXTER, LATE SUPERINTENDENT NEBRASKA DIVISION, UNION PACIFIC RAILWAY.

service has been continuously with the Union Pacific with but one brief interval, when from April to September, 1891, he was superintendent of the midland division of the Baltimore & Ohio, located at Newark, O. Later he received an offer from the Union Pacific and accepted it, being sent to Portland as superintendent of the Oregon division. This was in September, 1891, and he remained in the far northwest until June of the following year. For a short time Mr. Baxter was stationed at Laramie, and he and Bill Nye became lifelong friends. They were always seen on the streets together, and every time they could arrange it they took their meals together. If Nye was not at Baxter's house a visitor was always sure to find Baxter at Nye's home. Mr. Baxter was acting general superintendent of the Oregon division for two months in 1892, and later in 1891 he became the general agent for the receivers of the Union Pacific at Portland, Ore., which position he held until 1895, when he became general superintend-



WILLIAM A. DEUEL, WHO SUCCEEDS R. W. BAXTER AS SUPERINTENDENT NEBRASKA DIVISION, UNION PACIFIC RAILWAY.

ent of the Nebraska division and removed to Omaha. His stay of ten years in this city has been full of pleasure, and although a very busy man he always had time to stop long enough to listen to anything called to his attention. He was thoroughly liked by his employes and they are sorry to see him go, as he will be missed. One of the yardmen under Mr. Baxter has this to say: "It didn't make any difference where I met Bob (he was always Bob with everybody), no matter how I was dressed, he always knew me and had a kind word for me. His head never got large, and I think if he was the president of the United States he would still wear the same size hat."

MORE
William A. Deuel, who succeeded to the place made vacant by the resignation of Robert W. Baxter, has been in charge of the Colorado division, with headquarters in Denver. Mr. Deuel is a very close friend of the higher officials of the Union Pacific

and is almost as popular with his men as was Mr. Baxter. A man whom any workman is not afraid to approach and one who listens to what is to be said and then proffers his advice, which is always the very best, and if the man seeking assistance heeds what is told to him he will profit by it. Mr. Deuel was born November 20, 1842, in Niagara county, New York, and entered the railroad service in August, 1866, as a brakeman on the Union Pacific. In November, 1882, he became assistant superintendent of the Nebraska division, remaining in this capacity until November, 1888, when he was made superintendent of the first division of the Union Pacific, Denver & Gulf, with headquarters in Denver. December 1, 1891, he became superintendent of the Colorado division of the Union Pacific. Mr. Deuel's residence still remaining in Denver, but he having charge of a different portion of the road. This position he held up until October 15, when Mr. Baxter's resignation took effect, and on that day his appointment to the

superintendency of the Nebraska division was announced and he has prepared to remove his family to Omaha. Besides being superintendent of the Colorado division of the Union Pacific, Mr. Deuel was also president of the Denver Depot company, which is controlled by the various roads for use as a union depot. This position Mr. Deuel had to resign, but in accepting the position as superintendent of the Nebraska division he also became superintendent of the union depot at this point.

On October 15, the day on which Mr. Baxter's resignation took effect, President Burt announced the appointment of Henry C. Ferris, then assistant superintendent of the Nebraska division, to succeed to the superintendency of the Colorado division made vacant by the transfer of W. A. Deuel to Omaha and the Nebraska division. The appointment came as a surprise to the many friends of Mr. Ferris, as he is a nephew of the late general manager of the Union Pacific, E. Dickinson, who recently resigned to go with the Orient as second vice president. Mr. Ferris had only been a resident of this city for the last two years, and during all this time it was as assistant superintendent of the Nebraska division. Henry C. Ferris was born in Sandusky, O., in 1865, and after attending the Cleveland public schools was graduated from the Stevens institute in 1888 with the degree of M. E. He obtained a position with the Massillon Bridge company and later went with the Toledo, Columbus & Cincinnati railway as superintendent and engineer of maintenance of way. This position he held until he was made superintendent of the western division of the Toledo & Ohio Central, and at this time his headquarters were in Columbus. On April 10, 1902, he received an offer from the Union Pacific to come to Omaha as assistant superintendent of the Nebraska division and he immediately accepted. Mr. Ferris has been an efficient manager during his stay here in connection with the Nebraska division, and it is believed by his associates that it was his careful business ways which gained for him his recent promotion.

A Bachelor's Reflections

Maybe if women were not so busy with their mouths in another way they would really learn to smoke.

When a woman says a man treats her brutally she means she can't make him give in in an argument even by crying.

When a woman brags about a thoughtful child she has she means he forgot to pull its tail out of the cat that morning.

The man who got up the theory that you can save money by being married must have been the same idiot who started the flying machine idea.

Nothing makes a man feel so queer when the minister calls as to hear his wife tell him all the signs their father has noticed in the children of a very religious spirit.—New York Press.

As at the Zoo

Miss Pepprey—When you speak of your "man" you mean your "valet," I suppose?
Cholly—Aw, yass. You wouldn't have me call him me valet, would you?

Miss Pepprey—Oh, no; under the circumstances I think "Reper" would be a better word to use.—Philadelphia Press.



HENRY C. FERRIS, WHO SUCCEEDS W. A. DEUEL AS SUPERINTENDENT COLORADO DIVISION, UNION PACIFIC RAILWAY.